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BIRTHS.

On the 26th of October, at Geanies, Fearn, Ross-shire, the wife of F. H. MAY, Esq., of a daughter. [2488]

On the 28th November, at Mountain View, the Peak, the wife of EDWARD OSBORNE, of a daughter. [2464]

MARRIAGES.

On the 21st November, at the Union Church, Kobe, by the Rev. S. Swann, CHARLES BARTON, second son of Rev. P. M. STEDMAN, to GRACE, daughter of THOMAS ARCHER, C.M.G.

At the Cathedral, Shanghai, on the 27th of November, by the Rev. James Bates, assisted by the Rev. H. C. Hodges, the Rev. W. GILBERT WALSH, C.M.S., Shaoxing, to ELEANOR, eldest daughter of the late Admiral YOUNG, R.N.

DEATHS.

Accidentally drowned, at Shanghai, on the 6th of November, 1895, CHARLES WATT, late second engineer of the steamer *Canton*, aged 32 years.

At Kobe, on the 17th November, W. C. BONGER, a native of Amsterdam, Holland, in his 57th year.

At Shanghai, on the 20th November, JOHN WILLIAM BENNETT, aged 39 years.

At 39, North Soochow Road, Shanghai, on the 24th of November, 1895, ALBERT OTT, aged 54 years.

On the 24th November, at Beaconsfield, Singapore, LILY JULIA BLANCHE, only daughter of the late Vice-Admiral C. R. JOHNSON, R.N., and wife of Major H. E. McCALLUM, R.E., C.M.G., Colonial Engineer and Surveyor-General, S.S., aged 42.

ARRIVALS OF MAILED.

The French mail of the 25th October arrived, per M. M. steamer *Opus*, on the 29th November (35 days); the English mail of the 1st November arrived, per P. & O. steamer *Rosetta*, on the 6th November (29 days); and the Canadian mail of the 12th November arrived, per C. P. steamer *Empress of Japan*, on the 3rd December (21 days).

EPITOME OF THE WEEK.

The Liaotung Convention has been published.

It is reported in Japan that the retirement of Marquis Ito, the Premier, is imminent.

The Interport shooting match has been won by Singapore, whose score was 934. Shanghai made 903 and Hongkong 897.

The statutory meeting of the Ewo Cotton Spinning and Weaving Co., Limited, was held at Shanghai on the 25th November.

The thirty million taels, compensation for the retrocession of the Liaptung Peninsula, was paid by China to Japan on the 18th inst.

The Mahomedan rebellion appears to be in a state of collapse. The importance of the movement has been greatly exaggerated.

It is stated that the Japanese Government has decided to remove the capital of Formosa from the former Chinese seat of government at Taipéhfu to Tainanfu.

At Westminster Abbey, on the 18th October, the Rev. W. W. Cassels was consecrated as Bishop of Church of the England in Western China by the Archbishop of Canterbury.

Mr. Chinda, the Japanese Consul-General at Shanghai, has been appointed to act in a similar capacity for the newly opened ports of Hangchow, Soochow, Shashi, and Chungking.

The Hongkong and China Gas Company announce the payment of an interim dividend at the rate of 6 per cent. per annum, or 6s. per share, for the half year ended 30th June last.

A Paris telegram in the Saigon papers states that M. Rousseau, the Governor-General of Indo-China, hopes to return to his post about the middle of January, after the voting of the Tonkin loan.

A Tokyo press despatch states that with the object of aiding the development of Japanese navigation the Government has decided to pay an additional subsidy to the Nippon Yusen Kaisha of 3,500,000 yen in aid of the Company's Australian and Bombay lines and the proposed line to Europe.

The Japanese Government has, it is said, decided to construct lighthouses at the following points between Satsuma and Formosa:—Tsurikakesaki, Yakushima, Satsutakasaki, Iejima, Tsukatajima, Uscharazaki, Petao Promontory (Formosa), and Fookoo (Formosa). It is believed that these works will be carried out by the Formosan department.

Reports of Captain Lang's return to China to reorganise the Navy have been in circulation. As will be seen from the present correspondent's letter, the decision is that Captain Lang will not come, but it is possible the decision may be reversed.

A correspondent of the V. C. Daily News writes:—On the 8th of November the now noted Liu Ping-chang, ex-Viceroy of Szechuen, with his large train, passed through Ichang on his way to his native home. No display was made upon his arrival and only a few guns fired on his departure. The glory of the great man has departed. He must feel relieved to get away from Chin-tu before the arrival of the American Commission.

Mr. R. M. Campbell writes to the Shanghai papers soliciting subscriptions for a "Vigilance Fund" for the protection of the interests of foreigners generally in China. We think the multiplication of Funds and Societies is to be deprecated. As far as British interests are concerned we already have the China Association, while the various Chambers of Commerce attend to cosmopolitan interests, and what new ground the "Vigilance Fund" is going to cover we do not know.

A number of Cantonese merchants of Shanghai, the N. C. Daily News says, have seized time by the forelock and have already begun to build a house inside the boundary of the new foreign settlements of Hangchow. The company in question is called, "A Commission Agency for the Purchase of Foreign and Kwangtung Goods," the idea being to fill orders for local dealers in Hangchow for foreign and southern commodities, passing them through the customs at Shanghai, etc., and handing them in good order and condition to the Chekiang buyers.

A despatch from the Secretary of State on the Hongkong military contribution has been published. When the decision to levy the contribution on the basis of 17½ per cent. of the revenue was announced it was claimed that a rebate should be allowed in respect of revenue that may be termed municipal in order to place this colony on the same basis as the Straits, where the revenues of the various municipalities are excluded from the calculation. To this the Secretary of State does not assent; he points out various differences in the circumstances of the two colonies and holds that Hongkong has not been unfairly dealt with in the matter.

The construction of a metre-gauge railway from Mandalay to a point on the river Salween near the Chinese frontier has been sanctioned, and the work will begin almost immediately. The length of the line will be 224 miles, and the probable cost will be nearly a million sterling. The Rangoon Gazette of the 13th Nov. says:—Mr. F. R. Bigley leaves for Calcutta this morning with Mr. J. R. Bell, Consulting Engineer to the Government of India, to discuss the details of the Mandalay-Salween Railway with the Director-General of Railways and the Public Works Secretary to the Government of India. So far, little is known here of the proposals of the Home Government, beyond the fact that it is unlikely work will be started for more than the first hundred miles. If this is so, the work, for the first year at any rate, may be added to the Burma State Railway and not formed into a separate charge under an expensive special staff.

THOMAS CARLYLE.

(4th December.)

This day one hundred years ago in Ecclefechan, Dumfries, was born the most striking personality in modern English letters. The graceful institution of centenary festivals gives us a just pretext for retaking literary stock, for viewing and reviewing a man's work and for most justly determining his proper niche in the temple of fame. Today throughout the English-speaking world men's thoughts will be of THOMAS CARLYLE, "writer of books" as he once modestly called himself in a personal memorial to the House of Commons. We feel sure our readers will not resent our sharing in the criticism and acclamation of Europe and America. We say Europe deliberately, for CARLYLE, although the most insular and intensely English author of his age, has by the sheer force of genius joined France and Germany to his ear. Perhaps his very greatest services to his own countrymen were that in a series of brilliant essays, biographies, and translations he revealed to them the German mind and intellect, and that he stripped religious cant and prejudice from our view of the French giants of the seventeenth century. For each of these nations, too, he wrote a history as unique in character and form as it was startling in results. With the exceptions of SHAKESPEARE and (possibly of) DARWIN and SPENCER, no English author has exercised so wide an influence on European thought.

CARLYLE has not yet come into proper perspective; the storms of conflicting opinions which raged round his teaching while he lived now rage more fiercely round his personality and character when dead, for JAMES ANTHONY FROUDE'S untimely disclosures have confused the issues instead of giving more light, so difficult do we find it to dissociate the work from the man. The great apostle of silence is by his literary executor—we had almost written executioner—shown up as a sour and acrid critic, a sarcastic friend, a termagant, and a domestic tyrant; and one contracts the horrid suspicion that indigestion rather than inspiration was at the bottom of much of his declamatory prophecy. It is a curious destiny that the great hero-worshipper's biography should point the moral of hero-worship—beware of disillusion. Reading from the discovery that the hero is not as great as they thought, they swing over to a greater injustice and deny that he is great at all. Now CARLYLE was truly great, though not all round; he had a heroic soul and heroic virtues; the orbits of his mind and morals alike were large and planetary and his defections accordingly were big; but they are not to be reckoned up in inches and compared to those of a flour-mill ass without any reference to the planet's sweep through space. A wise man will not contemplate his failings too steadfastly, but will reflect that "whatever this man was, "God gave him the genius to write these "books; my duty is to read them, to enjoy "them and to be thankful." Two adequate physical explanations can be given for all his personal and literary shortcomings—heredity and dyspepsia. He came of a dour truculent stock and early in life became a victim to that "rat gnawing at the pit of his stomach," which not only ruined his own and his wife's happiness, but which ultimately invaded the kingdoms of his mind and conscience, and poisoned both.

As a religious teacher his position is nondescript. He is the Hebrew prophet of his age. Nurtured on hard crude Calvinism his powerful intellect soon rejected its con-

clusions; he refused to believe "that God so loved the world as to damn nine-tenths of his creatures." In his transit to a nobler faith, he passed through the depths, where he was greatly helped by GOETHE, though he never reached the severe calm of that great intellect. His adult theology, whatever it was, lacked backbone and his teaching when positive consisted chiefly in thunderous generalities of theism. Still a devout and reverent spirit pervades all his works; he loathed the gross materialism of his time and fervently preached that mind and conscience dominated the universe. He made himself a denouncer of woes to his generation, and like all who assume the prophetic role found it difficult to lay aside. In God's later providence prophets are a failure unless they die young. CARLYLE as a seer ran to seed and weed; as CLOUGH wittily said of him, "he took his countrymen into the desert and left them there." Beginning as a denouncer of shams and conventionalisms he ended by railing at everything but tyranny, and by fighting against his own "eternal verities."

This brings us to his social and political philosophy, undoubtedly his weakest point. He began life with noble impulses: his earliest political tracts have a wild but coherent eloquence denouncing social wrong. He stood nobly forth to champion the deluded poor who trusted to Chartism as the panacea of all their ills. He called for education in trumpet tones, and he bewailed the terrible exclusion of the great mass of his countrymen from the kingdom of knowledge in language which has never been excelled for pathos and sympathy. When he saw discontent seething to ebullition he felt a "grim satisfaction;" but he pointed to no remedy and showed no way. As life advanced he hardened his heart and then prescribed but one treatment—a saviour of society like the infamous FRANCIA or the colossal rascal named FREDERICK THE GREAT. He went on steadily from bad to worse, showing little insight but no foresight as a social scientist. He lost all faith in his fellow man and became quite unable to distinguish between the philanthropic sentimentalism which he abhorred and the humanity which he had once loved. He held the devil's brief against Quashee on the Nigger question, and made a savage attack on the American democracy in its death struggle with slavery. At the age of three score and ten he was totally unable to see the essential greatness of the American people, and mistook the flotsam and jetsam on the surface of their society for those deeper springs which animated them to a righteous policy and a superb effort. "God has put into every white man's hand a whip to flog the black" wrote CARLYLE, of course metaphorically, but he belied both God and man in saying so. In his later life we fear he was never on the side of the angels.

But enough of condemnation. We came to praise CARLYLE and not to blame him. Even in his faults, his honesty and love of truth were inexpugnable. He did noble battle with dant and sham all his life and routed them all over the field of literature and politics. Like a thunderstorm he cleared the air of English public life. He followed high ideals; both his pen, his noble poverty, and his whole life protested against setting up money as the Ark of the Covenant. He was for thought and the Mosaic ten against machinery and conventional morality. He restored OLIVER CROMWELL and the Puritan to their places in the national Wahallah. He consummated criticism as a fine art and

enriched our language with the best series of essays and biographies it contains. In these he suppressed his "communion service" and wrote the noblest prose to be found in an age of great masters; they are still unsurpassed for insight, for portraiture, for virility of thought, or for exquisite beauty of expression. Lastly, he created TEUFELSDROCH. But enough—

If we had to summarize CARLYLE, we should say both as a teacher and a writer he is a stimulus rather than a food, and as such quite the greatest in our tongue. Young folk should not hurry to read him, unless it be the essays. He is too vehement and swamps the mind unballasted by judgment and by the solid information necessary to refute his prognostic. Then he is so infectious, unless the system has been hardened by maturity. He has that peculiar want of high sanity and calm repose—a want which has marked and marred much of the finest Victorian literature and which RUSKIN, BROWNING, and MEREDITH exemplify. CARLYLE has not the self restraint of the supremely great, like SHAKESPEARE and MILTON, but for all this we hold him to be the greatest name and power in modern English literature, and we hope the centenary of his birth will both enlarge the circle of his readers and the sphere of his best influence.

HONGKONG AND SHANGHAI AS MANUFACTURING CENTRES.

In his speech at the opening of the Legislative Council Sir WILLIAM ROBINSON made a reference to the prospects of Hongkong as a manufacturing centre. His Excellency says he had hoped that before this the evils of a depreciated dollar would have been compensated for in some degree by an influx of English capital into the colony, but the stability of exchange appears to be beyond all control, and so long as that is the case, English capitalists will probably prefer to assist the apparently failing industries of Lancashire rather than run any risk in industrial ventures abroad. We do not think the exchange difficulty has much influence on the matter at present, for there is now a very general feeling that no further material fall in silver is to be anticipated. As His Excellency remarks, capital is being readily subscribed for the establishment of cotton mills and other industries at Shanghai, and we think it would be found if the matter were inquired into that the bulk of that capital comes through various channels from Europe. At all events Shanghai and Hongkong are on the same basis as regards the exchange question. His Excellency further says he could wish to see a spirit of enterprise abroad here similar to that in Shanghai; but here again we do not think there is any radical difference between the two places, for several of the firms interested in the promotion of the Shanghai Cotton Companies are represented also in Hongkong and would have been as willing to start their industries here as in Shanghai had the conditions been considered as favourable. The selection of Shanghai in preference to Hongkong must therefore be sought in the local advantages enjoyed by the former. Sir WILLIAM ROBINSON mentions one of these, namely, the unceasing water supply of the model settlement. That, however, is perhaps one of the smallest considerations entering into the calculation, for the present scarcity of water here is quite exceptional and measures are already in train for preventing its recurrence. Is it the case then, as the Governor says, that

"there is no reason why local difficulties should not be faced and ultimately overcome, or why this valuable *entrepôt* of Eastern commerce should not also become 'ere long a great industrial centre?" Shanghai is preferred to some extent on account of its climate, also, as regards the cotton industry, because the raw material is grown in the immediate neighbourhood, but chiefly on account of its cheaper labour supply. In neither of these respects can Hongkong compete with it. Even at Shanghai the demand for labour appears to be overtaking the supply, for we note in one of our Shanghai contemporaries a statement to the effect that owing to the difficulty of obtaining sufficient women and girls to work in the numerous silk filatures and cotton mills it is in contemplation to bring them from Tientsin. In Hongkong we have a very small female population and both for male and female labour higher rates would have to be paid here than in the North; and labour is the chief item in the working account of a factory. It is possible also that the greater freedom from official regulations enjoyed at Shanghai may have some little weight in deciding the preference. The manager of a large industrial concern at Shanghai would not be liable, as he is in Hongkong, to be haled before the Magistrate and subjected to a heavy fine with the option of serving a period of hard labour for neglecting to comply with some point of official routine. As regards existing regulations the risk is perhaps small, although it exists, as was shown in a case some months ago; but if Hongkong became an important manufacturing centre there is little doubt that a Factory Act would soon be brought into force, as has been the case in India. If the local Government were not desirous of introducing such an Act of their own motion they would probably be compelled in the long run to do so by Manchester influences. The Factory Acts in force at home we regard as very necessary and beneficent measures, but if a manufacturer has the choice of establishing his mill in a place where such Acts exist or in one where he is subjected to no official surveillance he will naturally select the latter. Shanghai, then, in addition to its unceasing water supply possesses over Hongkong the advantages of a better climate, a cheaper labour supply, proximity to the cotton growing districts, and complete immunity from direct official interference. The last named may perhaps be found an illusory advantage, for if the Chinese authorities prove unfriendly to the new establishments they may invent means of throwing difficulties in the way that have not been thought of. Hongkong, on the other hand, enjoys the advantages of a free port, even handed justice, and the direct protection of the British flag. So far, however, those interested in introducing the cotton industry into this part of the world have deemed Shanghai the better centre. In Hongkong we have our sugar refineries and our rope works, and various other manufacturing industries on a small scale are being introduced, but at present we see no prospect of the cotton industry or silk filatures being introduced, and to all appearance the colony as a manufacturing centre will for a long time to come, if not always, have to play second fiddle to Shanghai.

The *Tosa-maru*, which arrived at Ujina from Formosa on the 18th inst. with 1,776 soldiers of the Bodyguard troops, was detained at Ninoshima owing to an outbreak of cholera among the soldiers on board.

RAILWAYS IN CHINA:

Force of circumstances, but certainly not inclination, is driving the Chinese officials to introduce that much hated and long contended innovation, the railway, into the Central Kingdom. The recent war with Japan showed the necessity for securing quicker means of transport for stores, &c., than the backs of coolies, and the advantages of the iron road were illustrated when despatching troops and munitions to Shan-hai-kwan. The prejudices of the officials against this pioneer of change and progress are, we believe, really unabated, but necessity knows no law, and even in China—where time is taken no note of, even by its loss—the absolute need for better and speedier means of transport on land than cart or coolie can furnish has been so forcibly demonstrated that it is impossible any longer for the ruling powers to shut their eyes to facts. Thus we find His Excellency CHANG CHIH-TUNG, the Viceroy of the Liang Kiang, who had tactfully deferred the construction of the grand trunk railway, sanctioned years ago by the EMPEROR, to the Greek Kalends by his wild schemes for providing the rails and plant out of native steel and material, is now bestirring himself in earnest to push along the work, while up North the authorities are more than ready to do their part in the extension of the Tientsin and Shan-hai-kwan lines. In order to steal a march on the Japanese, too, the Viceroy of Nanking is actively promoting the construction of a railway from Shanghai to Soochow. An English-speaking official belonging to His Excellency's staff arrived at Shanghai on the 20th instant in order to direct the survey of this proposed line. Meantime, to prepare the inhabitants of the district for the approach of the unwelcome intruder, the Shanghai Magistrate, HUANG, has sent couriers to the magistrates of the cities and towns through which the line will pass to apprise them of the enterprise and make everything smooth for the surveying party shortly to be despatched. His Excellency CHANG has so far brought himself to face the inevitable that he has even voluntarily commenced road-making in his own capital, and has lately had a fine broad road, on European lines, laid down in the city and leading to his own yamen, on which he has started a carriage.

How long this zeal for progress in the shape of railways will last is another matter. Probably not for any long period; it will be pretty sure to cool down when once the construction of the lines now designed has been fairly commenced. The great objects in view at the present moment are to secure railways by means of which armies may be rapidly conveyed to given points to resist aggression or attack from outside or to crush a nascent rebellion within the boundaries of the eighteen provinces. The scheme for something like a railway system includes the extension of the trunk line from Wuchang to Canton, which will presumably be its southern terminus and this will probably soon be commenced. There are projects, however, for the extension of the railway from Canton to Kowloon, and one of these projects has received the Imperial sanction. Had His Imperial Majesty's sanction been all that was necessary in the matter that line would now be an accomplished fact and in working order instead of being still *in nubibus*. Unfortunately for the promoters of the enterprise they had to reckon with Li HAN-CHANG, the late Viceroy of the Two Kwang,

whose greedy maw gaped gigantically, so prodigiously indeed that the prospect daunted the most sanguine, and the project was shelved for his term of office at Canton at any rate. It is being revived now, and it is to be hoped that his successor is less insatiable, more amenable to reason, and blessed with some faint desire to see his provinces progress in prosperity. But in any case it is to be feared that there will be a number of difficulties to be overcome before any scheme for the establishment of railway communication between Canton and Kowloon is set fairly on foot. Of the importance and value of such a line every sensible person, whether foreign or Chinese, is thoroughly persuaded, and as the Imperial sanction has already been accorded, there is nothing but the opposition of the provincial officials to be overcome. Their powers of obstruction, however, cannot easily be overruled, and it will be well, therefore, for those persons interested in property, &c., in Kowloon to receive with caution any reports representing that these difficulties have vanished and the proposed railway practically been adopted.

THE NIGHT PASS REGULATIONS.

The present strict enforcement of the night pass regulations has given rise to much discontent amongst the Chinese, and a perusal of the somewhat crudely expressed grounds of complaint as given in another column will show that the discontent is not altogether without justification. With the general principle of the regulations we most fully agree, as we believe most of the respectable Chinese themselves do. In their own cities and towns the street gates are closed at a fixed time every night to prevent lawless persons wandering abroad and committing depredations on the peaceable inhabitants. The night pass regulations in this colony have the same end in view and if modified and continuously enforced they would be very useful. As a matter of fact, however, they are enforced only spasmodically and under those circumstances their only effect is to cause extreme irritation. An armed robbery occurs, the Government becomes unnecessarily alarmed, the night pass regulations are enforced for a few weeks or, it may be, months, and then they are allowed to fall into abeyance again until another robbery occurs and another period of panic government ensues. If an explanation of this undignified wobbling in the administration of the law be sought it will be found in the unreasonable character of the law itself. Unreasonable laws cannot be consistently enforced, and the night pass regulations in their present form are unreasonable. They require that no one should be abroad after seven o'clock at night without a light and pass. The object is to clear the streets of general traffic at that hour and this must necessarily have a serious effect on various branches of business. Theoretically there is no reason why every person who has occasion to be abroad at night should not be provided with a pass; but practically the number of passes applied for and issued bears but a small proportion to the total population. But besides the residents there are always several thousand visitors in the colony, people who are here perhaps only for a day or two, and who not unnaturally may wish to attend the theatres or do their shopping in the evening. To keep these people indoors or lock them up in the police cells must necessarily have some effect on the retail trade of the colony; and visitors who are in the colony for only

a short time cannot be expected to provide themselves with passes. Clerks and others, moreover, have an objection to being compelled to carry a light when going home from their places of business. The effect of the present crusade of the police is that shops which were formerly kept open until nine or ten o'clock at night are now closed before eight. Such an interference with the trade of the colony is, we submit, altogether undesirable. The production of a night pass should be required only from persons abroad after ordinary business hours and when it may fairly be assumed that all respectable persons except those having special reasons to the contrary will be indoors. Ten o'clock, we should say, is the earliest hour at which the production of a pass should be required, and probably eleven o'clock would be early enough. It would be more reasonable to prevent crime by an increase of the Police Force than to enforce the suspension of business in the colony at seven o'clock. The recent alleged armed robbery, on the genuineness of which some doubt has been thrown, is said to have taken place between nine and ten o'clock at night, but very daring robberies have also taken place in broad daylight. There will always be a certain amount of crime in the colony, and it would be absurd to regulate the hour of closing business by the particular hour at which the most recent crime happens to have been committed. If such an absurd rule as that were adopted the colony might as well put the shutters up altogether, for crimes are committed at all hours both of the day and night. The police, we submit, should be able to preserve order up to the usual hour at which the shops close without such drastic measures as those now in force, but after eleven o'clock the regulation requiring a light and pass to be carried, if permanently enforced, would be very useful to prevent burglars prowling about.

THE GRANT IN AID SCHEME AND ENGLISH EDUCATION.

In the report of the Inspector of Schools for last year the following passage occurs:—
 "At the suggestion of the Honourable Dr. Ho KAI, the Board of Examiners passed, in June 1894, a striicture on the system of teaching English in local Schools for Chinese, which is virtually a repetition of the complaints which I repeatedly made during the last few years. I regret to have failed to convince Her Majesty's Government of the reality and serious nature of the defect referred to, which is painfully in evidence by the fact that the promotion of the use of the English language in the Chinese commercial and social life of this colony makes no progress because it is not materially aided by local schools. What I refer to, is a resolution of the Board of Examiners which has been brought by the local Government to the notice of the schools concerned in the following words:—
 'Resolved, that it is desirable to solicit the attention of the Government to the fact elicited by the examination lately held with reference to vacancies under the Government of Perak; as well as by previous examinations, viz., that in the education of Chinese youths insufficient attention seems to be bestowed in Hongkong on English colloquial, the Chinese candidates examined by the Board being generally unable to speak English idiomatically.' The Governor has evidently given serious attention to this recommendation, for in his speech at the opening of the legislative session His Excellency announced that

with a view of promoting a more general knowledge of English amongst the Chinese the Government proposed in future to subsidise only those schools in which special attention is paid to the teaching of the English language and modern subjects. His Excellency remarked that it had often struck him as extraordinary—not to say discreditable—that, after fifty-five years of British rule, the vast majority of Chinese in Hongkong should remain so little Anglicised; he had thus been led to enquire more thoroughly than he had hitherto done into the system of education adopted in the local schools, and he was of opinion that too much attention has hitherto been paid to purely Chinese subjects. The new policy announced, His Excellency said, he hoped would tend to educate the rising generation of Chinese to more enlightened views and ideas, and to dispel the ignorance and blind superstition which have proved and still are proving such a stumbling-block to the promotion of their moral and physical well-being. These are fine sounding phrases, and are not without a certain amount of sense, but the policy announced by His Excellency is too extreme for practical application. That it is most desirable to encourage the study of the English language by Chinese no one will be found to dispute, but to exclude purely vernacular schools from the benefits of the grant-in-aid scheme would be inequitable and undesirable. His Excellency would no doubt like to see the population of Hongkong a purely English speaking one, as in the West Indian colonies, and as a matter of sentiment that would be rather an alluring object to strive for; but it must not be forgotten that this island is merely a chip off the vast Empire of China and that the bulk of the population is Chinese, having their homes in China, and residing here, like the Europeans, merely as birds of passage. Under such circumstances Chinese must necessarily remain the common language of the great mass of the population, and it is essential to the welfare of the Chinese children in the colony that they should receive an education in their own language. If they can in addition be taught the English language so much the better, and if the Government proposed simply to encourage English teaching by giving an extra grant for it the policy would be a sound one. But there are many children who can remain at school for a short period only, on account of the poverty of their parents, and who have no time for acquiring another language than their native tongue. Dr. EITEL, while he has in previous reports drawn attention to the defective teaching of English, has also insisted upon the necessity of grounding every child in its own language before launching it on the study of another. In his report for 1887 he says that "the well-to-do classes of the Chinese community are now from year to year becoming more alive to the advantages of an English education (based on three or four years previous study of the Chinese classics) and the existing educational machinery is quite capable of any modifications that may be required in order to keep pace with the gradually increasing demand for a higher and broader standard of school teaching." And in his report for 1888 he speaks of enabling every child first to learn to express thought and feeling correctly in the vernacular tongue before attempting to acquire a foreign language as an "educational need" and "sound pedagogical principle." In the same report Dr. EITEL also remarks that "the vast majority of the residents of the

"colony are Chinese, whose daily necessities do not absolutely require a knowledge of English." It would seem therefore that in the interests alike of those children whose education may ultimately be intended to embrace English and of those whose education cannot be carried beyond what is absolutely required for their daily necessities the elementary vernacular schools should be allowed to participate in the benefits of the grant-in-aid system. Last year the enrolment of scholars in the various schools of the colony amounted to 10,750 and as many as 5,964 of this number attended nineteen religious grant-in-aid schools offering a purely Chinese education. To compel these schools to teach English would probably more than double their expenses and would, it is to be feared, lower their general efficiency, as, having regard to the average period the children remain at school, the English teaching could not be carried to a point at which it would be of any practical utility, and the time spent upon it would be lost to other subjects. The idea of making every child in the colony learn to speak English is very nice in the abstract, but it cannot be carried into effect. If His Excellency wishes to look abroad for a model for the educational system of the colony he should look to India rather than to colonies where the English language is universally spoken. We do not wish to be understood as discouraging English education within practicable limits; on the contrary, we would encourage it by very liberal grants; but it would be unfair and impolitic to deprive the purely vernacular schools of all aid or to impose impossible conditions upon them.

THE PUBLIC HEALTH AND THE DRAINS.

A correspondent in the *China Mail*, signing himself "Physician," ascribes the fever so prevalent this year to the drainage system. More weight would have attached to this expression of opinion had the writer given his own name. Far be it from us to decry anonymity in the discussion of public questions; on the contrary, in dealing with matters of argument and opinion on known and recognised facts it is conducive to impartial judgment that the views of those taking part in the discussion should be presented simply for what they are worth on their merits without any extrinsic importance or otherwise they might derive from the disclosure of the identity of the writer. On purely technical and professional questions, however, questions on which the average layman is not supposed to be able to form an opinion for himself, we must necessarily be guided by authority, and in that case anonymous correspondence is to be severely deprecated. What a professional man is afraid to say over his own name on matters relating to his profession he ought not to say at all. Furthermore, it is open to an anonymous writer to adopt any *nom de plume* he likes, if he can get his letter published on such terms, and doubt might be entertained in the case of a person using a professional title as to whether he was entitled to do so. We do not for a moment suppose, however, that our contemporary would open his columns to a correspondent making use of a fraudulent designation, and we are therefore compelled to accept "Physician's" letter as the deliverance of one of our local doctors, though not without difficulty, for it seems well nigh inconceivable that a medical man should gravely pronounce the prevalent

fever to be typhoid in its character or deliberately express a preference for porous blue bricks to glazed earthenware pipes as a material for making drains of. It is true the word "typhoid" is not used in the letter, but as the writer says the fever is caused by the drains we must assume that that is what is meant.

Our drainage system is still very far from perfect, and we believe that grave mistakes have been made in regard to it, but it is in a far better condition than it was formerly. Stenches still prevail, but that is said to be because the old system has not yet been altogether done away with. The Governor in his speech the other day said:—"A special inspection of the drainage of private premises was made in the early part of the year and revealed a most insanitary state of affairs as regards the old drains, whereas the drainage of those premises in which the new system has been introduced was found to be in excellent condition." "Physician" may say of that statement, as he does of another, that "whoever is responsible for it, the paragraph above quoted is emphatically erroneous and misleading," in other words, that His Excellency's professional advisers have conspired to deceive him; but that is a conclusion that cannot be accepted by reasonable minds without sufficient proof. In considering whether the present year can be regarded as on the whole a healthy one, notwithstanding the fever, we cannot go much behind the statistics. "Physician" accounts for the low death rate by the very old and very young, the feeble or worn out members of the community, having been swept away in last year's epidemic; but unfortunately for that argument the classes named constitute but a small proportion of the population of Hongkong, which is mainly made up of able bodied men. Without wandering into a wilderness of aimless arguments with reference to the precise significance of the death statistics, however, there can be no doubt that there has been an unusual amount of fever this year, and that the Peak has suffered as well as the lower levels, and perhaps more severely. The Governor ascribes the fever to the drought, "Physician" to the drains. Now it has long been recognised by medical practitioners in Hongkong that an unusually dry summer brings an unusual amount of sickness, and the summer this year having been the driest on record it was to be expected, if there is any foundation for the theory of the doctors, that the health of the community should suffer. On the other hand, in opposition to the theory that the sickness is caused by the drains, we have the fact that fever was much more prevalent in the colony, and hundreds of times more fatal, before there was a regular drainage system of any kind. It may be said that does not apply to the Peak, because that district has only become populated within the last fifteen years, and up to the present year good health has prevailed there. It is a fact, however, that the first sanitarium at the Peak was abandoned on account of its supposed unhealthiness, and that fever has never been entirely absent from the Hill District any more than from the lower levels. It may be open to question whether it was desirable to introduce a drainage system at the Peak, though it is not easy to see how the large population now resident there could very well get on without one. However that may be, the Peak drainage system has now been in existence some years, and the question suggests itself, if the drainage is responsible for the fever, why did not the conse-

quences become manifest before. Given two alleged causes for one set of consequences the layman may be in as good a position as a doctor to form an opinion as to which is the real cause when he knows that one of the alleged causes has been in existence for years without producing the consequences in question while the other is of unusual and spasmodic occurrence and has always previously been followed by similar consequences.

"Physician" refers in his letter to the report of the Fever Commission. A reference to that report cuts the ground from under his feet. He says that in the improved drainage system is "the true cause of our present unhealthy condition." Now the Fever Commission sat in 1888, before the new drainage system had been inaugurated, and it was appointed in compliance with a petition by the residents of the Western District, in which fever was at that time unusually prevalent. The Commissioners in their report find that "the chief cause of the petition being sent in was the smells experienced in the Western District." "Physician" would have us believe that smells have only arisen since the drainage was improved. What the Commissioners found by a house to house inspection in the district was that the older houses might be said generally to be in an unsatisfactory condition. In some instances the drains were for the most part open, but the bricks were blue and consequently unsuitable owing to their porosity; the bricks, moreover, were badly laid and frequently displaced by the roots of banyan trees. The ground in the neighbourhood of such drains was sodden for a considerable depth and a mass of black filthy soil obtained. In some instances again the houses were in direct communication with the main sewer, there being no attempt, or but an imperfect one, at trapping or disconnection. The surface traps generally were very defective. These and other facts, which we need not reproduce in detail, taken in conjunction with the inadequacy of the main sewer ventilation, were regarded by the Commissioners with much concern. And that is the ideal state of affairs to which "Physician" would have us return.

Underground drainage is under the best available conditions attended with some danger, and no system can be pronounced perfect, but to condemn the separate system as inherently inferior to the combined system seems simple nonsense. There may be conditions of climate and local circumstances under which the combined system may meet the requirements and the separate system be a superfluity, but speaking generally the separate system is undoubtedly the safer of the two. In Hongkong the difference is this, that whereas formerly the sewage was led from the houses through defective brick drains into the storm water drains, where it was allowed to trickle over a wide sectional area undergoing a process of fermentation and putrefaction on its way, it is now conveyed to the sea in glazed earthenware pipes. How any one can maintain that glazed earthenware pipes are inferior conduits for sewage to the large storm water drains, where sometimes for six months at a stretch not a drop of rain water enters to wash it away, passes our comprehension. But the storm water drains still receive a considerable amount of sewage, because the new system has not yet been universally applied. It is time for the Government to cease halting between two opinions and grapple with this matter firmly. The insanitary state of affairs as regards the old drains, to which the Governor referred in his speech, should be

at once removed, legislation being passed for the purpose if necessary, and the Governor should display the courage of his opinions and insist on surface drains for the Chinese quarter. Sir WILLIAM ROBINSON has already publicly expressed himself in favour of the surface system and if he insisted on its being adopted, he would have the support of public opinion. In some cases, owing to the respective levels of the houses and the adjoining streets, underground pipes might be necessary, because, as the Director of Public Works thoughtfully reminded us lately in one of his reports, water cannot be made to run up hill, but so far as possible the sewage should be led clear of the houses above ground and discharge itself into the many sewers at a safe distance. The separate system is an improvement on the old combined system and the substitution of surface drains for the house connections in Chinatown would be a further improvement. As to the Peak, it ought to be possible to get rid of the smells from the drains there by some means, but, taking things as they are, it is a large and unwarranted assumption to say that the drains are the cause of the fever prevalent in the district.

THE COMMERCIAL MISSION.

Cold water is thrown by the *Rangoon Gazette* on the project initiated by the Blackburn Chamber of Commerce of sending out a commercial mission to China. Our contemporary, commenting on the statement made by the Chamber that it is impossible to read the reports of our Consuls in China without being struck by the absolute want of effort shown by Western nations in opening out the trade of that country, says that "This is a sweeping condemnation, but is scarcely warranted by facts. Short of annexing or protecting China it is difficult to see what more could have been done than has been done in the way of forcing China to break down the old barriers of exclusiveness and open the country to foreign trade." This is surprising, especially on the part of a paper like the *Rangoon Gazette*, which is to some extent in direct touch with Chinese affairs. What more could be done, indeed? Why, the waterways of the Empire, especially the West River, could be opened to steam navigation and foreign trade, and compliance with the transit pass regulations could be enforced. We do not suppose that the mission when it arrives will make any startling discoveries, but it will focus the information that has been collected by the Consuls and the Commissioners of Customs, will be impressed with its importance, and on its return will be able to bring pressure to bear upon the Government to carry into effect the recommendations that have been unavailingly made times without number. Consul after Consul has reported on the possibilities of trade development at different points, but their utterances have been as the voice of one crying in the wilderness. Not quite, however, for they have reached the Blackburn Chamber of Commerce, which is now soliciting the co-operation of the other principal Chambers of the United Kingdom, and when the merchants and manufacturers of Great Britain take united action the Government will be compelled to move. It is not information that is lacking, but the concentration of the information and its transformation into effective power. To use a metaphor, the information already collected and available is like a stack of fuel capable of generating

steam only when it is put in the furnace; the proposed mission will have the opportunity of playing the parts of the engineer and stoker, and if it does its work well very valuable results may be obtained. Much is hoped from the commercial concessions obtained by the Japanese as one of the results of the late war. Still more important concessions might be obtained solely by diplomatic pressure rightly applied, and we hail the movement initiated by the Blackburn Chamber as a step in the direction of bringing such pressure effectively to bear.

THE FIRE INQUIRIES IN CHINA.

In reference to the Fire Inquiries Committee, read a first time at the meeting of the Legislative Council on Monday, section 4, which provides that it shall be lawful for any interested person, with the leave of the Magistrate, to examine the witnesses, is not new, but is merely a reproduction of a provision of the existing Ordinance. Some time ago Mr. WODEHOUSE held that a solicitor representing an Insurance Company had the right of cross-examination. The section above referred to seems clear enough, but in view of Mr. WODEHOUSE's ruling it would be desirable to place the matter beyond all doubt by introducing the words "personally or by counsel" after "interested person" and the words "or cross-examine" after "examine." The cross-examination of the witnesses affords one of the means of arriving at the facts as to the cause of a fire and showing whether there was any motive for the commission of a crime. It is conceivable, of course, that the police might be called and that the Insurance Company might employ it merely as a means of arriving at the amount of the claim payable under the policies issued by them; but in the long run it seems to be the lesser of the two. It would perhaps be more satisfactory if the matter could be safely left to the discretion of the Magistrate, but experience has shown in this particular matter that Mr. WODEHOUSE's discretion is radically defective.

THE LIAOTUNG COLLECTION.

The following is the text of the Convention between China and Japan for the retrocession of Liaotung, signed at Peking, 8th Nov. 1895:—

His Majesty the Emperor of China and His Majesty the Emperor of Japan, desiring to conclude a Convention for the retrocession by Japan of all of the Southern portion of the province of Feng-tien to the Sovereignty of China, have for that purpose named as Their Plenipotentiaries, that is to say:—

His Majesty the Emperor of China, Li Hung-chang, Minister Plenipotentiary, Senior Tutor of the Heir Apparent, Senior Grand Secretary of State and Earl of the First Rank, and His Majesty the Emperor of Japan, Baron Hayashi Tadasu, Shoshū Grand Cross of the Imperial Order of the Sacred Treasure, Grand Officer of the Imperial Order of the Rising Sun, Minister Plenipotentiary and Envoy Extraordinary: who after having communicated to each other their Full Powers, which were found to be in good and proper form, have agreed upon the following Articles:—

Article I.—Japan retrocedes to China in perpetuity and full sovereignty the Southern portion of the province of Feng-tien, which was ceded to Japan under Article II. of the Treaty of Shimonoseki on the 23rd day of the 3rd month of the 21st year of Kuang Hsü, corresponding to the 17th day of the 4th month of the 28th year of Meiji, together with all fortifications, arsenals, and public property thereon at the time the retroceded territory is com-

pletely evacuated by the Japanese forces in accordance with the provisions of Article III. of this Convention, that is to say, the Southern portion of the province of Feng-tien from the mouth of the River Yalu to the mouth of the River An-ping, thence to Feng Huang Ch'en, thence to Hai Ch'eng and thence to Ying K'ou; also all cities and towns to the south of this boundary and all islands appertaining or belonging to the province of Feng-tien situated in the eastern portion of the Bay of Liao Tung and in the Northern part of the Yellow Sea.

Article III. of the said Treaty of Shimonoseki is in consequence suppressed, as are also the revisions in the same Treaty with reference to the conclusion of a Convention to regulate frontier intercourse and trade.

Article II.—As compensation for the retrocession of the Southern portion of the province of Feng-tien, the Chinese Government engage to pay to the Japanese Government 20,000,000 Kuping Taels on or before the 30th day of the 9th month of the 21st year of Kuang Hsü, corresponding to the 16th day of the 11th month of the 28th year of Meiji (November 16th, 1895).

Article III.—Within three months from the day on which China shall have paid to Japan the compensatory indemnity of 20,000,000 Kuping Taels provided for in Article II. of this Convention, the retroceded territory shall be completely evacuated by the Japanese forces.

Article IV.—China engages not to punish in any manner nor to allow to be punished those Chinese subjects who have in any manner been compromised in connection with the occupation by the Japanese forces of the retroceded territory.

Article V.—The present Convention is signed in duplicate in the Chinese, Japanese, and English languages. All these texts have the same meaning and intention, but in case of any differences of interpretation between the Chinese and Japanese texts, such differences shall be decided by reference to the English text.

Article VI.—The present Convention shall be ratified by His Majesty the Emperor of China and His Majesty the Emperor of Japan and the ratifications thereof shall be exchanged at Peking within twenty-one days from the present date.

In witness whereof the respective Plenipotentiaries have signed the same and have affixed thereto the seals of their arms.

Done at Peking this 22nd day of the 9th month of the 21st year of Kuang Hsü, corresponding to the 8th day of the 11th month of the 28th year of Meiji (November 8th, 1895).

LI HUNG-CHANG (L. S.)—Minister Plenipotentiary, Senior Tutor of the Heir Apparent, Senior Grand Secretary of State and Earl of the First Rank.

Baron HAYASHI TADASU (L. S.)—Shoshū Grand Cross of the Imperial Order of the Sacred Treasure, Grand Officer of the Imperial Order of the Rising Sun, Minister Plenipotentiary and Envoy Extraordinary.

PROTOCOL.

In view of the insufficiency of time to effect a formal exchange of the ratifications of the Convention between China and Japan signed this day respecting the retrocession of the Peninsula of Feng-tien, before the date named in the said Convention for certain stipulations thereof to take effect, the Government of His Majesty the Emperor of China and the Government of His Majesty the Emperor of Japan, in order to prevent the possibility of delay in putting into execution the several provisions of the said Convention have, through their respective Plenipotentiaries, agreed upon the following stipulation:—

The Governments of China and Japan shall within the period of five days after the date of this Protocol, announce to each other through the undersigned, their respective Plenipotentiaries, that the said Convention has received the approval of His Majesty the Emperor of China and His Majesty the Emperor of Japan respectively, and thereupon the said Convention in all its parts shall come into operation as fully and effectually as if the ratifications thereof had actually been exchanged.

In witness whereof the respective Plenipotentiaries have signed the same and have affixed thereto the seals of their arms.

Done at Peking this 22nd day of the 9th month of the 21st year of Kuang Hsü, corresponding to the 8th day of the 11th month of the 28th year of Meiji (November 8th, 1895).

THE MILITARY CONTRIBUTION.

The following despatch from the Secretary of State on the subject of the Military Contribution has been forwarded to us by the Colonial Secretary for publication:—

Downing Street,
26th October, 1895.

Sir,—I have the honour to acknowledge the receipt of your despatch No. 267 of 28th August last, regarding the military contribution of the colony, and the cost of construction of the new barracks.

2.—With reference to the inclusion in the Hongkong revenue of certain receipts which are of a municipal character, and are not included in the general revenue of the Straits Settlements, because municipalities exist in that colony, I have in the first place to point out to you that the municipal revenues at the Straits Settlements are only about 20 per cent. of the gross revenues (general and municipal), and that for the sake of comparison between the two colonies I could not regard as "municipal" several of the items specified in the second enclosure to your despatch under acknowledgment which altogether amount to over 30 per cent. of the revenue. For instance, pawnbrokers' licences and spirit licences form part of the general, not the municipal, revenue, in the Straits Settlements. In that colony also the municipalities contribute about £72,000 to the general revenue for police purposes, while the municipal work in the outlying districts is performed by the Colonial Government, which receives for that purpose £87,000 under the head "district collections."

3.—Further, the cases of Hongkong and the Straits Settlements cannot be regarded in this matter as on the same footing, since although there are separate municipal revenues in the latter colony, on the other hand the expenses of general administration are proportionately greater than in Hongkong, partly owing to the larger area of the colony, which is more than fifty times as large as Hongkong, while the gross revenues (including municipal receipts) are less than three times those of Hongkong, and partly to the distance of the several Settlements from each other, requiring in some branches of the Government service the maintenance of a double or triple staff of officers as compared with the staff required in the compact colony of Hongkong.

4.—Under all the circumstances of the case I see no reason for regarding the proposed percentage, taken on the total revenue of the colony, as at all an unreasonable contribution to ask for from Hongkong.

5.—As regards the expenditure on new barracks I have to remind you that your predecessor was informed five years ago, in Lord Knutsford's despatch No. 8 of 20th January, 1890, that the colony would be asked to bear a portion of the cost of their construction. The fact that some of the expenditure had already been incurred was among other considerations taken into account, when it was proposed, in Lord Ripon's despatch No. 83 of 3rd April last, that the colony should only pay one-third of the net total cost of the barracks, and if the Imperial Government had agreed to pay the whole cost of the buildings already in hand or completed, it could have only been on the condition that the colony would bear a larger proportion than one-third of the remaining expenditure. I trust that on further consideration the members of the Legislative Council will agree that the proposals of Her Majesty's Government on this subject form a fair and reasonable settlement of the question.—I have the honour to be, sir, your most obedient, humble servant,

J. CHAMBERLAIN,
Governor Sir W. Robinson, K.C.M.G.,
&c., &c., &c.

Messrs. Sennett & Co. inform a Kobe contemporary that they have sold to a Japanese syndicate the German steamer *Siegmund*, 740 tons, for £11,000.

ST. ANDREW'S BALL.

The Hongkong St. Andrew's Society did itself great honour and credit on Friday night. Probably never before has the patron Saint day of Scotland been so lavishly, enthusiastically, and successfully celebrated, and it is also questionable whether such a large and brilliant company has ever before assembled at the City Hall. The holding capacity of the rooms was taxed to the utmost, and it is difficult to say how the dancing could have proceeded with the smoothness and comfort it did if a large number of gentlemen had not nobly sacrificed the delights of the ball room for the lesser and grosser attractions to be found in the smoking and card room. But notwithstanding these praiseworthy acts of self-denial the ball room was at times over-crowded, although nothing but the highest praise was bestowed upon the Society for its unbounded liberality in issuing so many invitations and in treating the guests with such fervent warmth and hospitality. There were quite eight hundred people present and yet there was not a hitch of any kind throughout the evening, a fact which speaks volumes for the great care which was taken by the various committees in the arrangements, particularly in matters of detail. The decorations were not on a gorgeous scale; they were just sufficient to be neat and attractive, and it would be well if at every ball given in the colony a similar line were adopted. It is a great mistake to be too profuse in ball room decorations, and the Society is to be commended for showing a partiality for strict simplicity. The entrance and staircase of course received the greatest amount of attention, and the bamboo arches which stretched from pillar to pillar and the arrangement of the banyan leaves and flowers in the entrance hall were much admired. This year the large mirror at the top of the entrance stairs was displaced by the arms of Scotland, which presented a very picturesque appearance on a ground of Stewart tartan. Surmounting the arms was the thistle, which was prettily picked out with many small electric lights. The walls were decorated with an abundance of foliage, and the whole produced a most pleasing effect. The ladies' room had received very careful attention, and one good feature was the presence of two electric fans which kept the rooms beautifully cool throughout the whole evening. These were lent for the occasion by Mr. Main, and were hidden from view by a covering of ornamental drapery. Punctually at 9.15 his Excellency the Governor and suite arrived and headed by Pipers McEwen and Pickford, who played the Blair Athol Highlanders' slow march, they were conducted to the ball room. Soon afterwards the programme was opened with the lancers the Governor's set being as follows:—The Governor and Mrs. Stewart Lockhart, The Colonial Secretary (Hon. J. H. Stewart Lockhart) and Mrs. Black, Major-General Black and Mrs. Boyes, Mr. G. Stewart and Mrs. Travers, Commodore Boyes and Mrs. Goodman, Mr. C. Murray Adamson and Miss Black, the Attorney-General (Hon. W. M. Goodman) and Mrs. Macbean, Hon. A. McConachie and Miss Anderson. The music for the ordinary dances was supplied by members of the Rifle Brigade band, who kept excellent time, and the pipers played for the reels. The following was the programme:—

1. Lancers Sheanabhean Phochd.
2. Waltz Rucam Racum.
3. Caledonians An Comunn Gaelach.
4. Waltz Soiridh le Banbh.
5. Polka Uilleam's Calum's Morag.
6. Highland Schottische ... A Bhagain, a bhagain.
7. Waltz Caisteal Dhinra.
8. Strathspry & Reel Righle Thulaichean.
9. Caledonians Struadhnaibh leis.
10. Waltz Gaolach Robi.
11. Eightsome Reel } Am Branan air reang nan Teilear.
12. Waltz Fear a Chinn Mhoir.
13. Waltz Bainnis Choinnich.
14. Barn Dance Monadh Mhuaisg.
15. Waltz Sabhal a Bhailidh.
16. Strathspry & Reel Buachill Nan Caorach.
17. Waltz Cuidchan Righ.
18. Caledonians Mac Tan Ghasta.
19. Polka Didcag mi Sgoireiceag.
20. Waltz Tha mi gu Tinn.
21. Waltz Sabhal beag a Bhailidh.
22. Galop Fhleasgach Boidhoach.

The *coup d'ceil*, viewed from the entrance to the ball room, was truly magnificent, and the exquisite toilettes of the ladies and the bright, handsome uniform of the many naval and military officers lent special warmth and colour to the surroundings. This year it was decided not to have any fixed time for supper—a very wise departure, as there was no break in the dancing and every one was able to have supper comfortably and without the unpleasant rush that must have ensued if the whole of the eight hundred dancers had been tied down to time. The supper was served in the Theatre Royal, and was excellently provided by the Victoria Hotel. The following was the menu.—

"Some hae meat and canna eat
And some wad eat that want it,
But we hae meat and we can eat,
And sae the Lord be thankit."

The Back o' a Sheep Roastit.
Roastit Turkey. York Ham.
Roastit Kobe Beef. Corned Beef.
Corned Tongue. Roastit Capon.
Game Pie. Sheep's Head Pie.
Pâté de Foie Gras in Jelly.
Partan Salad. Chuckie Salad.

Roastit Pheasant. Roastit Wild Duck.

THE HAGGIS.

"Fair fa' your honest sousie face,
Great chieftain o' the puddin' race,
Aboon them a' ye tak your place."

BOILED TATIES.

"Freedom and whisky gang thegither,
Tak aff your dram."

SWEETIES.

Shortbread. Grosset Tairt.
Auld Reekie Jelly.
Killiecrankie Puffs. Buchan Baps.

BLANC MANGE.

Vanilla and Chocolate Ice Creams.

In the card room a most enjoyably evening and morning were spent, and nothing was wanting to ensure the complete success of this important item in the festive gathering, but there was one gentleman who so far forgot his surroundings as to ask for Irish whisky, and a minute later he covered his ears with his hands when the pipers invaded the room at 1.57 a.m. Now the first offence is unpardonable, but in regard to the second he deserves sympathy. To our English way of thinking the bagpipes produce the most unearthly—, but hush! Ye dinna ken wha's about. (We always make a point of italicising Latin, French, and other foreign phrases). Joking apart, however, the pipers played exceedingly well, and their selections, which more than "resembled an air" were much appreciated by everyone. In conclusion it only remains for us to heartily congratulate the St. Andrew's Society upon the enormous success of this year's ball—a success which was due to the indefatigable exertions of the hon. secretary, Mr. C. Murray Adamson, and the various committees. The following were the stewards—C. M. Adamson, A. G. Aitken, G. C. Anderson, J. Andrew, G. Murray Bain, H. E. Major-General W. Black, D. E. Brown, E. Burnie, Dr. Cantlie, J. B. Cousins, H. Crawford, W. A. Cruickshank, J. Dickie, A. G. Ewing, Capt. Ferguson, R. B., A. G. Gordon, Capt. L. A. C. Gordon, R. A., F. Henderson, T. F. Hough, Hon. J. J. Bell-Irving, Robt. Inglis, A. Johnston, Geo. Kirkpatrick, J. Kirkwood, D. Landale, Hon. J. H. S. Lockhart, Dr. Lawson, W. Macbean, D. Macdonald, Hon. A. McConachie, H. MacCallum, J. McCallum, E. J. Main, J. C. Matheson, R. E., R. Mitchell, J. R. Mudie, J. C. Peter, Geo. W. F. Playfair, W. Ramsay, R. L. Richardson, H. W. Robertson, A. Rodger, C. S. Sharp, R. Shewan, A. Findlay Smith, Captain Sterling, A.D.C., Gershom Stewart, Surg. Major Stewart, W. Taylor, Hon. A. M. Thomson, John Thurburn, Jas. Waddell, A. Wilson, Hon. T. H. Whitehead.

The various Committees were as follows—Invitations—Messrs. C. M. Adamson, G. W. F. Playfair, Hon. A. McConachie, Hon. J. H. Stewart, Lockhart, and W. Macbean.

Card-Room—Messrs. G. Murray Bain, Hon. T. H. Whitehead, Hon. J. J. Bell-Irving.

Dancing and Music—Messrs. G. C. Anderson, D. Landale, Gershom Stewart, Capt. Ferguson, R. B.

Supper and Wines—Messrs. W. Macbean,

J. Waddell, A. Rodger, A. G. Aitken, G. W. F. Playfair, and Hon. T. H. Whitehead.

Decorations—Messrs. W. Ramsay, A. G. Gordon, E. J. Main, D. Macdonald, J. Kirkwood, J. R. Mudie, W. Ramsay, A. Wilson and A. G. Ewing.

Ladies' Room.—Mr. A. Findlay Smith.

TELEGRAPHIC GREETINGS.

During the evening the following telegram was sent:—

"To the President, St. Andrew's Society, Shanghai.

"Scotchmen in Hongkong send St. Andrew's greetings to Brether Scots in Shanghai."

The following reply was received on Saturday:—

"To the President, St. Andrew's Society, Hongkong.

"Scotchmen in Shanghai reciprocate kindly greetings and wish ye well."

The Hongkong Society also wired a similar message to Singapore.

SUPREME COURT.

26th November.

IN SUMMARY JURISDICTION.

BEFORE MR. A. G. WISE (PUISNE JUDGE).

LAU KAU YU v. HOPKINS, CUMMING AND CO.

The plaintiff sought to recover \$1,000 which was placed to the credit of the defendant firm as security for the due performance of his duties as compradore. Mr. Mounsey appeared for the plaintiff, and the defendant Hopkins personally represented the defendants.

Mr. Mounsey said he understood that the defence was that the plaintiff was a partner in the firm, and that the money was deposited as his share in the partnership; therefore it would be more convenient if the question of partnership were first decided.

In answer to his Lordship defendant said he admitted the receipt of the money, but it was afterwards placed as plaintiff's share of the partnership.

His Lordship said that under those circumstances the plaintiff had better give his evidence about the partnership and the defendant could then state his case.

The plaintiff spoke to depositing the money on being appointed compradore to the firm. When he left he asked for the money, but was always put off, and afterwards he received a letter from the firm stating that in consideration of his having paid \$1,000 into the partnership he would receive one-seventh of the profits. He never gave his consent to become a partner, and he never had any intention of becoming a partner.

His Lordship—As I have said before it does not matter whether he was called a partner or not; that does not make him a partner. It is a very convenient way of getting out of it; of course if the plaintiff agreed to it, it is another thing.

Defendant was cross-examining the witness as to what instructions he first gave his solicitor, who wrote asking for a return of the partnership money, when his Lordship said, "You are entitled to go into that matter of course, but it has been decided before, and therefore time will only be wasted unless you have fresh evidence, as Mr. Mounsey will get into the box and explain the letter as he did before."

For the defence Hopkins called two witnesses who said they always understood that the plaintiff was a partner in the firm, and defendant himself said that the deposit was put into the partnership and that the plaintiff agreed to this course.

His Lordship said the witnesses for the defence had given their evidence very satisfactorily, but there was no proof that the plaintiff was a partner, and judgment would therefore be for the plaintiff with costs.

2nd December.

THE KWAN TAI v. DANENBERG AND CO.

The plaintiffs, who are shipchandlers and coal merchants, 26 Gilman's Bazaar, brought an action to recover \$720.40 from the defendants

for goods sold and delivered and for expenses incurred. Mr. Bowley (of Mr. Lennys's office) appeared for the plaintiffs and withdrew the suit as against Lee Sing, who was sued as a partner. The case was then formally proved by the plaintiffs, and judgment was given for the full amount against Danenberg and Co.

3rd December.

SUI HEUNG CHUEN AND YEUNG POW SHI v.
HO HING.

The first plaintiff is the executor and the second the executrix of the will of Yeung Tak Wai, deceased, and they sued for the return of a quantity of clothing belonging to the deceased's estate and wrongfully detained by the defendant; in the alternative they claimed £870, the value of the clothing. The case was heard some time ago, and the point at issue was who was responsible for the clothing. It was taken away to Macao during the plague epidemic after Yeung Tak Wai died in order to prevent it from being disinfected or burnt. The plaintiffs said the defendant took it away and refused to return it, while the defendant denied his liability and said the clothing, which consisted of silk, was taken away in accordance with a family arrangement.

His Lordship gave judgment for the defendant with costs.

HONGKONG SANITARY BOARD.

A meeting of the Board was held on Tuesday at the office of Mr. F. A. Cooper (Director of Police), and there were also present Mr. W. C. H. Hastings (Acting Captain Superintendent of Police), Dr. G. Ede (Medical Surgeon), Dr. F. W. Clark (Medical Officer of Health), and Mr. R. Julian (Secretary).

MINUTES.

The minutes of the previous meeting were read and confirmed.

THE MEDICAL OFFICER OF HEALTH AND THE SELECT COMMITTEE.

The PRESIDENT, in moving the resolution standing in his name said:—I would point out that owing to the withdrawal of Mr. Ede from the Board's services in order to return to the hospital a vacancy has occurred on the Select Committee. The Medical Officer of Health has recently taken charge, and I think he will be able to render very valuable assistance to the Board as he is better acquainted with the ins and outs of the various questions than many of us can possibly be. I therefore beg to move—"That the Medical Officer of Health be appointed, under the provisions of section 3 of Ordinance 11 of 1895, a member of the Select Committee controlling the work connected with the removal of illegal cubicles and illegal cock-lofts, the stopping of the illegal occupation of basements, and seeing that common lodging-houses are properly occupied."

The ACTING CAPTAIN SUPERINTENDENT OF POLICE seconded.

Carried.

NEW BY-LAWS.

In introducing the new by-laws for regulating the offensive trades of bone-boiling, tallow-melting, fat-melting, and fat-extracting, the PRESIDENT said that Mr. Ede was unable, through ill health, to be present at the meeting, but he generally concurred in the by-laws.

The by-laws were approved.

APPOINTMENT OF DR. CLARK AS MEMBER.

The following letter to the Secretary was read:—"27th November, 1895. Sir,—I am directed to state for the information of the Sanitary Board that His Excellency the Governor has been pleased to appoint Dr. Francis William Clark, Medical Officer of Health, to be a member of the Board until further notice.—I have, &c., J. H. Stewart Lockhart, Colonial Secretary."

THE OCCUPATION OF BASEMENTS.

Messrs. Leigh and Orange wrote on behalf of Chan A King for permission to occupy the basements of Nos. 4, 6, 8, 10, and 12, in a lane off Second Street. The floors had been recently concreted according to Ordinance.

The Assistant Secretary, in a note to the Medical Officer of Health, said these basements could, with the permission of the Board, be used as "shops." Hitherto the

Select Committee had declined to grant permission for anyone to pass the night in basements such as these. Between the room abutting on the earth and Sam To Lane there is a narrow yard and a covered space evidently intended to serve as a cookhouse.

The Medical Officer of Health wrote:—"These basements have no light or ventilation other than that derived from the lane, which is 12 feet wide. They can, by by-law 15 (Ordinance 15 of 1894), be used as shops, but I cannot recommend that permission be granted for a caretaker to pass the night in any of them."

The following minutes were appended:

Mr. N. J. Ede—I should think one caretaker might be allowed.

The Acting Colonial Surgeon.—The caretaker might be allowed if I presume he does not sleep there, but is on duty at night.

The Acting Captain Superintendent of Police.—I concur in refusal. Our expert, the Medical Officer of Health, recommends refusal; why ask his opinion if it is not to be taken?

A petition was received from Wong Wai Kai requesting permission to use the basements of Nos. 1 to 9, Ching Fuk Lane as stores, and to have his men swing timber from early morning till 5 o'clock in the afternoon. No person will pass the night in those basements.

The Medical Officer of Health wrote that the basements could, by by-law 14 (Ordinance 15 of 1894), be used only as stores or out houses.

In reply to this the Secretary wrote:—"What is the point raised? The man asks to be allowed to use his premises as workshops during the day. So far as I know the law he is quite within his rights in doing so. No permission is required I think."

The Medical Officer of Health replied:—"By-law 15 (Ordinance 15 of 1894) requires that any basement occupied as a shop must front on a street of a clear width of not less than eight feet. My note shows that the lane is only 5 feet 10 inches wide, and hence, by by-law 14, can be used as a store, kitchen, or outhouse only."

The Secretary, in a minute to the President said:—"I should think that a place used for cutting wood comes fairly within the definition 'outhouse.' I presume the point is. Is a workshop of this kind an outhouse or shop?"

The following minutes were attached:

Mr. Ede—if the basement be properly concreted and dry and properly ventilated I would allow it to be used for working in by day.

The Acting Colonial Surgeon.—May be used as stores but not for any other purpose. To allow men to work in such a basement is clearly against the by-law.

The Acting Captain Superintendent of Police.—Stores only. There has been trouble enough clearing these basements. Don't let the thin end of the wedge be got in again.

A similar application was made by Tsang Keng, of No. 391, Queen's Road, for permission to inhabit the basement, and another was made by Mr. Ho Tung for permission for one caretaker to sleep at night in each of the godowns Nos. 7 and 8, Au Fung Street (basements of Nos. 347 to 353, Queen's Road West).

The PRESIDENT moved that the papers be referred to the Select Committee, who had full powers to deal with them.

Carried.

AN ADDITIONAL INSPECTOR WANTED.

The Medical Officer of Health, in a report, called the attention of the Board to the urgent necessity for an additional Inspector of Nuisances for the rural districts. At the present time the senior inspector devotes almost the whole of his time to rural inspections and is thus placed on much the same footing as his subordinates, while he is totally unable to carry out the Standing Orders of the Board, which require him to supervise their work, to inspect at least once every week the whole of the city of Victoria, the hill districts, and the anchorages for transhipment of night-soil, etc. At no distant date two rural inspectors will be required, one of whom should be stationed at Aberdeen and the other at Shaukiwan, but for the present he (the Medical Officer) believed that the work could be carried out by one man, residing in the city.

The PRESIDENT moved that a letter be addressed to the Colonial Secretary forwarding

this report with a strong recommendation that steps be taken to comply with the Medical Officer's request.

The ACTING COLONIAL SURGEON seconded. Carried.

MORTALITY RETURNS.

For the week ended 23rd November the death rate was 35.7 per 1,000 per annum, as against 19.6 for the corresponding week of last year.

There were no minutes.

THE SANITARY SURVEYOR'S REPORT.

The Sanitary Surveyor, Mr. J. R. Crook, in his third quarterly report for 1895, said that the re-drawing of twenty-seven buildings had been completed during the year and nineteen were still in hand. An increase has again taken place in the number of houses for which drainage plans have been deposited, there being 111 houses more this quarter than last. A large increase must also be reported in the number of houses completed, viz., 623 against 214. Certificates have been granted during the quarter to 63 houses as having been built in accordance with the provisions of the Public Health Ordinance.

ADJOURNMENT.

The Board then adjourned.

THE ENFORCEMENT OF THE LIGHT AND PASS REGULATIONS.

DISCONTENT AMONGST THE CHINESE.

Great discontent prevails amongst the Chinese in reference to the present strict enforcement of the light and pass regulations. The grounds of complaint, we are informed, are as follow:

1.—For over ten years the regulations have not been enforced, but now the law is carried out so strictly as to be exceedingly inconvenient to all classes of Chinese, high and low, and to inflict a serious blow on various branches of trade.

2.—Some people, especially shipping clerks, have to remain at their offices until eight or nine o'clock. When going home they must carry a lamp; otherwise they are arrested and no excuse whatever is accepted. These people are all respectable and it is repugnant to their feelings to be obliged to carry a lamp.

3.—The law is enforced on women as well as men and no forbearance whatever is shown to the weaker sex. Serious robberies are never committed by women, nor do women commit other serious offences during the night. The Women and Girls Protection Ordinance is in force, and why, it is asked, cannot females be allowed the privilege of going out at night?

4.—People who are well dressed, of good repute, and who can give a good account of themselves are to be locked up if they are found out without a light and pass, even though they are in a chair or jinricksha. People crossing the street to an opposite shop are to be arrested for walking even those few paces without a light and pass.

5.—The streets are all quiet now after 7 p.m. and shops which formerly kept open to a later hour are now closed before eight o'clock.

6.—School boys, if without night passes, cannot attend the night schools.

7.—The Chinese theatres have now very small audiences.

8.—People who thought Hongkong was free from the night pass regulations have opened eating houses which carry on business principally at night. These people will be ruined, for they can now get few customers.

9.—The night pass regulations have never before been so strictly enforced as now, even when first introduced.

10.—In such a busy and populous place as Hongkong one or two small robberies cannot be considered a very serious thing.

11.—The policemen are now entirely engaged in catching people who are abroad at night and sometimes a person walking along several streets will not meet a single policeman, because they have all gone with their prisoners to the police station. This is not the way to prevent crime, but rather affords robbers their opportunity.

12.—Do the Government intend to stop all business after 7 p.m., such as eating houses, theatres, and houses of entertainment?

13.—The present condition of affairs is calculated to disturb the good feeling of the Chinese and it is to be sincerely hoped, says our Chinese informant, that the Government will adopt more lenient steps.

HONGKONG LIBRARY.

Our Tientsin correspondent writes:—

We are astonished that so progressive a community as Hongkong should be in the prehistoric age as regards a Public Library. Even in this Ultima Thule of Western civilization we have such an institution, and a very good one it is too. Life without it would for many of us degenerate into the merest vegetative existence and would be all but insupportable. The Tientsin Municipal Library is in many respects a model institution and is run on such frictionless and liberal lines that its life's history and a brief reference to its scope and management may interest Hongkong bibliophiles. Dissimilar as the communities are in almost every respect, including that of literary taste, we feel sure that our experience and results will be an encouragement to those who wish to engraft a similar benefice on Hongkong.

Some fifteen years ago the Inspector-General of Customs established a small collection of standard novels for the out-door staff in this port. It was well chosen, but not greatly patronized. One day the community awoke to a sense of literary indigence, and when some rational soul suggested that this miniature collection might be made the nucleus of a Public Library, a meeting was held and the thing was done.

Sweet reason attended on the new venture from the day of its birth. The Municipal fathers gave a room and supplied heat, light, and a native attendant gratuitously, so that the entire income might be available for books, &c.; the Customs contributed \$150 a year and handed over their books on two conditions—(1) that the out-door staff should have all the privileges of subscribers gratis; (2) that a Customs' man should always be on the Committee of Management (four in number).

The youngster grew apace. Within five years the collection numbered some fifteen hundred volumes. From the beginning a reading room with an abundant supply of current literature formed an essential part of the undertaking. Roughly speaking, half of the gross income was spent on this, the remaining half being invested in new books. The committee in these early days usually contained at least two gentlemen of stoutly evangelical tendencies; happily they were liberal minded men, and though their choice of literature was sound, it was essentially safe rather than representative. Poetry and science were neglected *in toto* and the fiction just tended a little to mediocrity and to the heroism of the Sandford and Merton type. Our experience is that the missionary element should be represented in the committee, but should be kept well in hand. About eight years ago a strong committee by sheer good luck was spontaneously elected and since then the institution has gone on by leaps and bounds. The collection now numbers 6,000 volumes, classified as Fiction (2,900), Biography (600), History (400), Travel, Sport, and Adventure (450), Science (100), Poetry (200), Miscellaneous (1,000), and Reference (200), the last mentioned not being removable from the Library without the written permission of the Secretary. There are about one hundred subscribers at one dollar per month. The subscription from the head of a family gives the privileges of reading and borrowing books to his whole household, but this does not apply to hongs. The total number of readers is over 200: these in the course of a year borrow (roughly speaking) the whole collection 14/10 times.

The rules are, unlike the subscription, very liberal. A reader may have six complete works at one time for one month, but newly arrived books (distinguished by a red label on the back) may be kept only one week, and only two of such may be held at once. These figures do not include papers and magazines, for which there are equally generous rules available, after they have been removed from the table (three magazines may be taken at once for a period of three days).

The total income for the past year was \$1,500, nearly half of which was spent on current literature. Nearly one thousand volumes were added to the shelves, four hundred of which were by bequest, the first such gift the Institution has had.

Six years ago a provident committee, admitting the possibility of the break up of so valuable a Society from internal sedition (a circumstance which actually happened up the Yangtsze; the survivors divided the spoil; we know a man who got the "Encyclopaedia Britannica" as his share) determined to forestall such a contingency. They called a public meeting of the subscribers and vested the proprietorship of the Library in the British Municipality *in trust*. The conditions of the trust give the entire control and management to a committee of subscribers elected annually. Changes in the rules, building, fittings, &c., have to be submitted to the Municipal Council for approval. The whole thing now goes like a good chronometer, giving satisfaction to everybody. An exceptionally good catalogue must be referred to. This was a labour of love to a local enthusiast, and has been printed in such a way as to allow the additions of the next ten years to be inserted at their proper place and not higgledy-piggledy as in the great Shanghai mystery called Catalogue.

The management is entirely honorary, but has become increasingly more onerous as the collection has grown. We think that much of our success depends on a *strong committee*. We keep off faddists and choose men of catholic literary taste and lovers of books; and we let it be clearly understood that these gentlemen are only to guide and supplement, not to supplant, the wishes of the subscribers, as expressed in a prominently placed suggestion-book. We say *guide and supplement*, for our experience is that our rank and file only suggest fiction; the committee has to see that other departments are not starved and that faddists do not override the less obtrusive subscribers. If the growth of the institution is such as to overwork the committee, relief will doubtless be sought, as in Shanghai, in the permanent help of a paid and competent foreign lady.

Our paper and magazine list (which contains fifty items and involves an expence of £65 or £70) is controlled entirely by the annual public meeting; and an amusing if not instructive debate annually takes place when the advocates of the *Guardian* and *Athenaeum* come down to fight the stalwarts of Philistia. A specially quick and handy method of paper and magazine registration obtains, enabling one to see at a glance who has borrowed a required paper.

When Hongkong attacks the Library question it will probably do it in a lordly way; but let it not be forgotten that half of the secret of success lies in attention to matters of petty detail. A good and well classified catalogue, a simple system of registration, rules drafted in a liberal spirit and administered so as to encourage and not discourage reading, will, if backed by a strong committee, do more to form a great library than great subscriptions or official patronage. Despite not the day of small things. The origination will probably be much stronger and better adapted to local wants if beginnings are small and things grow than if they are started with a huge mass of unassorted literature. Among other details an ill-bound or badly printed book should never be bought; it only provokes a prompt demand for the same work in a decent dress.

LIU YUNG-FU.

As already announced, Liu Yung-fu, the Black Flag chief, returned to Canton some time ago, and we learn that he has since paid several visits to the Viceroy and the other high officers. His son and servants arrived a few days before Liu himself and accommodation was engaged for him at an inn named Kwang Man-loi, in Yuen-chong Street, outside the city. After remaining there for several days he hired a house in Ut-shau Street, at the foot of the Kwon-yam hill, inside the city, where he is now residing with his son.

On the 21st inst. a petty military officer named Tan On-pong went to the General's residence and wanted to see him, but the servants objected to his entering until he sent in his card. The officer, however, disregarded their remonstrances and rushed past them into the hall, where Liu was seated with some visitors. Liu immediately ordered the man's arrest and on his being searched two revolvers were found upon him. The explanation he gave of his visit was that he wanted Liu to recommend him for an appointment. It is reported that he was on Liu's staff in Formosa, but being dissatisfied with his treatment he resigned. It is also said that while in Formosa he plotted against Liu's life. He has been sent to the Namhoi Magistrate for trial.

NON-ARRIVAL OF THE "STRATHNEVIS."

The Northern Pacific steamship *Strathnevis*, which left Tacoma on the 13th October, and also Victoria, B. C., on the same day, bound for Hongkong, has not yet reached Yokohama, where she was due, according to the time table, about the 4th or 5th November. She had 165 Chinese and Japanese steerage passengers on board, but no Europeans beyond the officers and crew. Her cargo consisted of nearly two thousand tons of flour, a large quantity of tinned fish and meat, and she had sufficient coal on board to enable her to steam forty days. Messrs. Dodwell, Carlill and Co., the agents, think that the delay has been caused by the machinery having broken down. All the steamers crossing the Pacific are on the look out for the overdue steamer, and as she is a strong and powerfully built boat, only a year and a half old, the agents have hopes of her turning up safely. Other steamers by this long ocean route have before broken down, but have eventually arrived safely in port. On her previous voyage from Tacoma to Yokohama she took twenty days.

THE CONVEYANCE OF OPIUM IN STEAMERS.

IMPORTANT CASE.

At the Magistracy on Thursday, before Mr. T. Sercombe Smith, Robert Unsworth, master of the steamship *Keong Wai*, was summoned for having allowed his ship, which was a vessel of over sixty tons burthen, to be used for the importation or conveyance of 520 taels of prepared opium without having a valid certificate.

Mr. Dennys appeared to prosecute, and Mr. H. E. Pollock appeared for the defence.

Mr. Pollock made a preliminary objection, and said that the defendant could not be charged with importing or conveying; that was like charging a man with killing or embezzling; the prosecution must point themselves to something definite.

Mr. Dennys said he did not wish to keep the word "importation" in the summons, and it was thereupon struck out.

Mr. Pollock further said that there was nothing in the Ordinance about "allowing" the ship to be used, and Mr. Dennys got over this difficulty by having the summons altered to "using the ship for the conveyance," etc.

In explaining the facts Mr. Dennys said that on 28th October, in consequence of information received, P. C. Langley and a number of excise officers went on board the *Keong Wai*, which belonged to the Scottish Oriental Company, and traded between Swatow and Bangkok. They went into the chief officer's cabin, which was on the main deck and on the port side of the ship. The officers found that some panelling had been removed, but nothing was found although opium had apparently been there. They then went to the second mate's cabin, and behind some panelling which they unscrewed, they found two tins of prepared opium. From there they went to the mess room, which adjoins and goes across from the port to the starboard side, and behind some panelling which had to be unscrewed they found twenty-three tins of prepared opium; in another place in the room twenty-five tins were found, and in a third place two tins. Each tin contained ten taels of prepared opium. Mr. Dennys concluded by

submitting that if he proved that the vessel was one of over 60 tons burthen, and that she carried over sixty tael of prepared opium, it would lie upon the defendant to prove that, in the words of the Ordinance, "every reasonable precaution was taken to prevent the unlawful use of such ship and that none of the officers or their servants, or any of the crew, were implicated therein." As a matter of fact it was practically impossible for anyone to have placed opium in these places without the knowledge of the officers if proper precautions had been taken.

P. C. Langley spoke to searching the vessel assisted by the excise officers and finding the opium in the places mentioned by Mr. Dennys. The first officer, in answer to a question, said, "No one has access to my cabin except the boy." At that time the defendant was not on board.

By Mr. Pollock—The panelling was part of the vessel. He found traces of opium in the chief officer's room, and they consisted of bits of paper, similar to that on the tins, with opium adhering to them; he found them all behind the panelling.

Mr. Dennys, in summing up his case, asked the Magistrate to inflict a heavy penalty as the steamers of this line were frequently in and out of the harbour trading between Swatow and Bangkok. The object of the Ordinance was to prevent Chinese from using a ship, and then the captain being able to say "I know nothing about it," and the Opium Farmers thereby being unable to get anybody punished. In other places where breaches of the law of a similar nature were committed, the ship was liable to forfeiture; in Singapore this was the case.

Mr. Pollock said it was quite true that opium was found, but there was no evidence upon which the defendant could be convicted. There was no evidence that he was cognisant of the presence of the opium, that the ship was being used for the conveyance of opium, or that the captain was privy to the opium being concealed. The probability was that some evil-designing person used the ship as a store-house for the time being with the object of smuggling the opium off elsewhere.

A summons against the second officer for unlawfully having in his possession the two tins of prepared opium found in his cabin was then heard, and similar testimony to that given in the last case was taken.

His Worship reserved his decision until Monday, when he said that there was no evidence that the captain had taken every precaution to prevent smuggling, and a fine of \$250 would be imposed. The charge against the second officer of unlawfully having two tins of prepared opium in his possession was dismissed.

THE "HECTOR"-“ROHILLA” COLLISION.

On the afternoon of Friday, 22nd ult., the *Hector*, inward bound from Japan, collided with the *Rohilla* at anchor at Woosung. It appears that the incoming vessel took a sheer and struck the P. & O. boat about amidships. The *Rohilla* has three of her plates cracked, but it is anticipated the repairs can be effected without the vessel going into dock. The *Hector* has her stem twisted to starboard about two feet above the water line extending a similar distance up, while the rivets are knocked out of the plates on the port side for several feet, and there is a hole in one of the upper plates. The *Hector* after the accident came up to Shanghai.

The damage done to the *Rohilla* by the *Hector* running into her, the *N. C. Daily News* says, has been found to be more serious than it was at first thought to be, and she has to go into dock. For this purpose she was towed up to Shanghai by three tugs on the 23rd November, and was expected to go into the New Dock on the night of the 24th. Two of her plates are broken and others cracked and she was leaking.

The steamer *Bjorg*, which stranded near Bakan on the 13th inst., got off successfully on the 14th. She was found to be so little injured that the captain determined on proceeding with the voyage to Vladivostock, and the *Bjorg* was to leave for that port on the 15th.

OBSTRUCTING THE HARBOUR.

DIFFICULTIES OF THE “ARRATOON APCAE.”

Captain J. E. Hansen, of the *Arratoon Apcar*, writes us in reference to the trouble he had in getting the above steamer made fast to her buoy on Thursday afternoon, coming out of Kowloon Docks in tow of the *Fame*.

Captain Hansen says:—"To the eastward of Kowloon Point a number of steam-launches with cargo boats in tow tried to make fast alongside my steamer. I myself, officers, and crew combined could not possibly keep them away. The consequence was that first my tow line carried away (a new 7-in. line) and nearly brought me on top of a buoy, before we could get other lines on board the *Fame*. Then proceeding towards our buoy the number of boats increased to a great extent. Captain Stoppani of the *Fame* said that he had never seen anything like it. When we did get a line made fast to our buoy, we could not possibly heave on it, on account of cargo boats and steam launches being mixed up in the most endless confusion, it being nearly dark by this time.

"Our line to the buoy then carried away, the *Fame* being of no use, as she could not get anywhere near the steamer. I then dropped my anchor and paid out 30 fathoms of cable, which brought her up close to the buoy astern of us, it being flood-tide running about two knots. I sent for the Police, who turned up shortly after, but the only thing they could do was to take the number of some of the several boats. I myself took the number of several coming across from Kowloon. It might have been a very serious case if there had been more steamers about and my anchor had not brought the steamer up as quickly as it did, to say nothing of most of the new paint scraped off her bottom and perhaps some plates dented by our buoy being under our starboard side for some time. We eventually got two lines run out to our buoy with the assistance of a steam-launch and made fast safely at seven o'clock."

Captain Hansen concludes by saying he considers some one ought to be held to blame for allowing about a hundred cargo boats to lie at the buoy all day on Thursday.

Three sides of a square were formed in the Police Court on Saturday by twenty-six boatmen. They were charged with making fast to the *Arratoon Apcar* without the sanction of the master on the 28th ult. Each defendant admitted the charge and a fine of \$5 was imposed.

MARINE COURT OF INQUIRY.

On Friday a Marine Court of Inquiry was held at the Harbour Office to investigate charges of misconduct brought by Captain Robert Buchanan, of the British barque *Torrisdale*, against David Gordon, first mate.

The Court was constituted as follows:—Hon. Commander W. C. H. Hastings, R.N., President; Lieutenant John F. E. Green, R.N., H.M.S. *Daphne*; Captain James Ross, steamship *Mascotte*; Captain James Crowe, ship *Selkirk*, and Captain W. H. Farrand, steamship *Propontis*.

The following was the finding of the Court:—We find that David Gordon, whose certificate of competency as a master mariner is 04,558, dated 22nd April, 1881, at Dundee, is chief mate of the British ship *Torrisdale*, official No. 99,828, of Glasgow; that a charge of being drunk and incapable of performing his duties from 3.30 p.m. on the 20th June last to noon on the 22nd June last has been brought against the said David Gordon; and the Court finds the said David Gordon has been guilty of misconduct and drunkenness and has been incapacitated from his duty by the effects of drink during the period aforementioned, and the Court therefore orders that his certificate be suspended for a period of three months from this date (recommending that should he apply for a certificate of second mate it be granted to him during the period of such suspension). The Court further censures Henry Gundy and John Archibald Campbell, holding that their evidence was unreliable and insincere.

THE PUNJOM MINING CO., LIMITED.

The Secretary of the Punjom Mining Company, Limited, advises that he has received the following progress report for October from the manager at the mines:—

August Shaft 200 ft. Level.—Almost the only work carried on here has been the extending of the No. 1 crosscut and opening out on the ore body found there. Of course my regular weekly letters will have kept you advised as to the results and that we have not reached anything which can be accepted as country or enclosing rock. Sufficient has been done, however, to show us that we are in a strong body of ore, which, although of low grade, is, I think, payable.

There is now no doubt that this is the continuation of the ore chute we are working between the 110 ft. and Intermediate Level and which we have followed from the surface. It is impossible to tell the extent of the payable ground, however, till it is further opened on. All preparations are made for resuming drying on the course of Gillies' Reef, but owing to miner Clegg having been called away to Singapore and the other miners being fully occupied elsewhere, I have no one to take charge of the work.

Intermediate Level.—All stopes and drives here have continued to give their usual quantity of ore for the mill and taken altogether I think that the various points have somewhat improved.

The ore found in the crosscut off the South drive on the course of the North and South reef shows a strong body of ore and is being drawn on largely in keeping the mill supplied.

The stopes, too, are still giving fair quantities of low grade ore. The payable ore found in the West Drive on the course of the East and West Reef, and duly reported on in my weekly letters, is opening up fairly well and gives promise of adding considerably to our reserves.

Better progress is being made with the new shaft, and I am hoping to see the connection with the 200 ft. Level made at an early date.

110 ft. Level.—The winzes we were sinking below this level for the better working of the west stopes coming up from the intermediate have been connected and men are now on stoping out ore for the mill. The absence of miner Clegg has prevented our going on with the crosscut to go out to Gillies' Reef at this level also.

New Leader.—This point continues to give fair grade ore in increased quantity, but I see the quality this month is not quite so good as hitherto. It is payable, however, and gives promise of assisting our output of gold for some time yet.

Two prospecting shafts are being sunk on the course of the ore found, and two other small shafts for ventilation and the better handling of the ore, and carrying on of the work; and as these prospecting shafts are to the West of our present workings on the course of this Leader, I am watching the result with interest.

The total dryage for the month is 466ft. 6ins.
Ore mined 1,010 tons
Made up as follows:

August Shaft	884
Mill Gully	3
New Leader	123

Milling.—This was carried on during 37 days, crushing 1,000 tons yielding 390 ozs. 8 dwts. of smelted gold. This is about 50 ozs. less than I expected and is, I think, accounted for by the new leader giving a smaller proportion of coarse gold.

New Winding Plant.—This has been completed and is now ready for use.

General.—All work coming under this head has had the usual attention. The godown at the river has been finished and is now in use, and a fence has been put up to secure our tailings against heavy floods.

Labour.—This has been fairly plentiful.

Health.—This has been fairly good.

Rainfall.—The total rainfall for the month was 11 $\frac{1}{4}$ in.

**GREEN ISLAND CEMENT
COMPANY, LIMITED.**

An extraordinary general meeting of the shareholders of the Green Island Cement Co., Limited, was held at the Company's Office, 9, Praya Central, at noon, on Friday, for the purpose of confirming the following resolution, which was passed at the extraordinary general meeting held on the 14th November last:—"That the new Articles of Association already approved by this meeting and for the purpose of identification subscribed by the Chairman thereof be and the same are hereby approved and that such Articles be and they are hereby adopted as the Articles of Association of the Company to the exclusion of all the existing Articles or Regulations thereof." Mr. E. Shewan presided, and there were also present—Messrs. J. Orange, G. Fenwick (Directors), F. J. V. Jorge (Secretary), G. H. Potts, A. G. Morris, A. S. Manners, E. S. Kelly, R. K. Leigh, and C. A. Tomes.

The CHAIRMAN proposed and Mr. Potts seconded the confirmation of the above resolution.

Carried.

This concluded the business of the meeting.

THE JELEBU MINING AND TRADING CO., LIMITED.

The twelfth ordinary general meeting of the Jelebu Mining and Trading Co., Limited, was held at Singapore on the 16th inst. Mr. J. P. Joaquim presided, and there were present, Messrs. Reid, Pertile, Ewald, Gunn, and some six or eight others. The minutes of last meeting were read. The report and accounts were taken as read.

Mr. Joaquim then said—Gentlemen, the directors' report having been in your hands during the specified time, we will, with your permission, take it as read. I regret that the directors have to present such a report to you, showing a loss of \$15,937 on the half year's working; but, some time ago, the shareholders were warned that our mines in Jelebu were being played out, and we would have to look for fresh fields, which, with the sanction of the shareholders, resulted in the purchase, from Mr. Menzell, of the Maliwun Concession, in Lower Burmah. As stated in our report, the future of the Company very largely depends on the results to be obtained from that Concession. Mr. Money is hopeful as to the results of this opening proving successful, but he has a lot of difficulty to contend with, principally in providing labour and from the prevalence of opium smuggling. As to labour, the manager has a lot of difficulty to contend with, owing to the fact of the "Ghee Hin" secret society having established itself in Maliwun, and having interfered with coolies who are members of the society, and even instigated offences against others. The opium smuggling is also to be traced to the operations of this society. The manager has been in communication with the local officials on these subjects, and your directors have since asked the general agents to write to the Chief Commissioner of Burmah, pointing out how advisable it is that the Government should place the headmen of the society within due control (if not suppressing the society) and to give necessary aid to the manager to stop opium smuggling. The sum of \$21,515 written off as bad and doubtful debts, notwithstanding that it is in excess of what the assistant manager advised, seemed to your directors a wise policy when we consider the small number of mines now in actual working and the prospect of all these being exhausted in a short time. The loss of the road contract was not expected to be so heavy as it has turned out. This contract was taken up at the request of the Sungei Ujong Government, and the amount of loss includes a sum of \$1,200, inflicted as fines from a little delay in the completion of the contract. The directors have instructed the general agents to approach the Sungei Ujong Government now with a view to these fines being remitted. These fines were inflicted in terms of the contract; they were paid; and now that the Government sees the heavy loss suffered by the Company on this contract, it is hoped they will see

their way to relieving the Company by remitting their fines, considering how much the Jelebu Mining and Trading Company has contributed to the revenue of Sungei Ujong. Mr. Roberts, who is in charge of the Rin lode, is very hopeful as to its success. A quantity of twenty tons of the lode stuff was brought to Singapore and smelted by the Straits Trading Company, and though their report stated that it contained other minerals which make smelting difficult, yet the percentage showed the lode to be fairly rich in tin. Before recommending any large outlay on this lode, the directors have thought it advisable to ship to Europe twenty-five tons of the stuff for a final trial. These are all the remarks I have to make, and I will be very glad to answer any question you may wish to ask.

Mr. Gunn pointed out that his auditor's certificate should be so amended as to explain that the books and accounts at Maliwun he could not verify. That was done.

The report and accounts were then adopted. The meeting then terminated.—*Straits Times.*

THE TWO COTTON SPINNING AND WEAVING CO., LIMITED.

On the 25th November an extraordinary general meeting of this Company was held at the office of the General Managers, Shanghai, in compliance with Section 38 of the Companies' Ordinance, 1877. Mr. A. P. MacEwen presided and there were present, Messrs. Prentice, Adler, Knowles, Ta Fong (Directors), C. Dowdall (Legal Adviser), Dobie, H. Keswick, B. A. Clarke, H. R. Parkes, Danforth, R. M. Campbell, Skottowe, J. Henningsen, F. Gove, C. S. Taylor, J. M. Young, G. Noël, Focha, G. J. Morrison, N. McLeod, M.D., H. S. Wilkinson, Dudgeon, Galles, J. Beattie, G. Butler, W. C. Murray, A. K. Craddock, and C. W. Dickson.

The notice convening the meeting having been read,

The CHAIRMAN said—This is merely the statutory meeting to comply with the conditions of the Ordinance under which this company is registered as one of limited liability, but it also affords the managing committee an opportunity of informing shareholders of the progress already made. The company was fully subscribed and we were unable to allot more than about fifty per cent. of applications from the general public. We acted on the principle of giving every applicant an interest, and I may say that in doing so we had to disappoint bona fide investors who applied for a large number of shares. The second call of Tls. 25 per share has been paid in full by all, excepting one or two shareholders resident at a distance. Prospects have not changed since the company was subscribed. There has been a considerable advance in the price of cotton, but more than an equivalent one in the value of yarn. For the purpose of the mill, which will consist of 40,000 spindles, we have acquired the lot of land known as Dow's Wharf on the Yangtzeopoo Road, comprising 76 mow, which is in every way admirably adapted both as regards size and shape. Various proposals were made to us for renting land, but regarding our present undertaking merely as a beginning we considered it indispensable to secure sufficient ground to allow for the increase of our spinning capacity and adding weaving sheds thereto as we progress. I ask you upon what we depend for success in our venture? And I reply upon machinery and management, and with this before us we had no hesitation in going to the best and well-known makers Messrs. Platt Bros. of Oldham for machinery and as showing the importance of good management the following extract from the *Textile Mercury* will be of interest to you:—"The 40 mills in Osaka in 1894 paid an average dividend of 16 per cent. The highest was 28 per cent. and the lowest was 8 per cent. The difference was due to management." I have mentioned to you the machinery, and as regards management you may rest assured the most careful supervision will be exercised in the selection of experts, and our experience with large bodies of labourers should be of advantage in dealing with native hands required for the mill. Let me

add a word upon a point which I believe has been made the subject of comment, I mean the General Managers' commission. The matter at the time when the articles were being drawn up had the very careful consideration of the Committee, and the scale decided upon was considered reasonable, but shareholders may rest assured that the General Managers will not allow the matter of commissions to stand in the way of success or in any way impair the substantial dividends, which there is every reason to anticipate, will be paid. The plans from home have arrived and work upon the buildings will be commenced immediately. It will not be necessary to await completion of the whole of the building before commencing operations, as we intend to run 20,000 spindles as soon as possible. Mr. Ainlee, the head draughtsman of Messrs. Platt Bros., will arrive by next mail to take entire charge. I shall be glad to give any further information that you may ask for and which in view of other undertakings of a similar nature in our midst (whilst wishing them every success) it may be deemed desirable to communicate. I may mention we felt that in an initial undertaking in anything of this sort it would not be prudent to experiment, and we have therefore gone to the best well-known successful makers for everything connected with the mill. I shall be glad to answer any questions you may ask.

Mr. R. M. CAMPBELL—I am sure we have listened with great pleasure to the very plain statement of facts you have laid before us, and whilst we fortunate shareholders in the company sympathise for the moment with the *bona fide* investors who have been disappointed, we feel that they will be able probably to make up for their disappointment by buying the shares at a little less price than we bought them at ourselves. Regarding the machinery and management we feel sure that you have gone to the very best people for machinery, and that in the management of Messrs. Jardine, Matheson & Co. we shall have as good management as possible. You said that when the articles of association were drawn up the scale of commission was reasonable, and of course that admits of no question, but since this mill was floated there have been three more mills floated in Shanghai, in which the scale of remuneration put down for the General Agents is very much lower than the scale put down for the management of this mill, so that I think myself—and I believe that others agree with me—that the scale of remuneration can no longer be looked upon as reasonable. When I say that I feel sure the General Managers of this mill will take that fact into consideration, and although I am not prepared at the moment to propose anything so strong as an alteration of the Deed of Settlement, I do hope very distinctly that the General Managers will take that question of remuneration into careful consideration, and if they see their way to make such an alteration perhaps as would allow them to feel themselves sufficiently remunerated by taking a commission *pro rata* to such dividend as might be declared, instead of taking it off the net buying and selling commission, I think that is an alteration which would be very gratefully accepted by the shareholders. (Hear, hear.) In saying what I have, I would like to call attention to a few figures I have drawn up, and whilst I believe my figures to be correct, they are, of course, subject to any correction if anybody may find I have made a mistake. I estimate that the outturn of the 40,000 spindles, calculating 1lb. per day of twenty hours, would produce 29,000 bales of yarn. I estimate that to produce these 29,000 bales of yarn would take about 99,000 piculs of raw cotton. Then deducting a loss of 12 per cent., which I fancy is about enough, in the spinning—perhaps it may be a little more or less—that gives 87,000 piculs, which will turn out 29,000 bales of yarn. Now, the buying and selling commission on that raw cotton and yarn amounts to Tls. 43,900. Supposing that that is the outturn of the 40,000 spindles—I believe it is a very fair average to take—well, it seems to me that it is not reasonable that the General Managers should be in a position to take a commission of Tls. 43,900 when the shareholders might not receive any dividend at all. Even in the case of the shareholders receiving a dividend of 7½

HONGKONG GOLF CLUB.

The result of the competition for the December Captain's Cup is as detailed below. It will be seen that the long-handicap men had matters all their own way. There were a fair number of entries, but fewer returned scores than usual:

CAPTAIN'S CUP.

	500	600	Handi-	Total
	yards.	yards.	cap.	
Mr. W. A. Duff	93	16	77	
Dr. J. Bell	96	18	78	
Mr. L. Saunderson, R.B.	92	10	82	
Mr. C. H. Grace	97	15	82	
Mr. W. J. Saunders	101	18	83	
Mr. C. Palmer	95	11	84	
Mr. H. L. Dalrymple	95	10	85	
Major Thomas	107	18	89	
Sir F. Clarke	110	18	92	
Mr. G. W. F. Playfair	114	18	96	

SWEEP.

	500	600	Handi-	Total
	yards.	yards.	cap.	
Mr. W. A. Duff	93	16	77	
Dr. J. Bell	98	18	80	
Mr. C. H. Grace	97	15	82	
Mr. C. Palmer	95	11	84	
Major Thomas	107	18	89	
Sir F. Clarke	110	18	92	
Mr. G. W. F. Playfair	114	18	96	

HONGKONG RIFLE ASSOCIATION.

There were nineteen members present on the 26th ult. to compete for the Short Range Cup, and some very good scores were made. The Cup was won by Mr. Stewart, and the Spoons by Mr. McDonald, Mr. Robinson, Private Gigg, and Mr. McLennan. The following were the best scores:

	500	600	Handi-	Total
	yds.	yds.	cap.	
W. McDonald	32	31	8	71
W. Stewart	29	34	4	67
E. Robinson	34	31	—	65
Private Gigg, R.B.	31	23	10	64
D. McLennan	31	32	—	63
Sergt.-Mjr. Morrish	33	30	—	63
Cr.-Sergt. Hopkins	34	29	—	63
W. Duncan	30	27	4	61
Corp'l Wooldridge	32	28	—	60

Only seven members were present on the 2nd inst. to shoot for the Long Range Cup. Mr. Andrew won it very easily. The Spoon was taken by Sergeant-Major Morrish. The following were the best scores:

	800	900	Handi-	Total
	yds.	yds.	cap.	
J. Andrew	39	44	10	93
Sergt.-Mjr. Morrish	34	34	—	68
W. Deas	31	19	18	68
Captain Palmer	33	31	3	67
Private Gigg, R.B.	29	21	16	66

THE "EDGAR" ACCIDENT.

A letter from Mr. C. E. Lloyd-Thomas, who is an officer on board H.M.S. *Edgar*, has been received by his family in Yokohama, and the *Japan Herald* has kindly been furnished with the following extract. The writer was one of the survivors of the accident. The letter is dated H.M.S. *Edgar*, Chemulpo, 15th November:—

A fearful accident happened the day before yesterday. My company and five officers (that includes Mr. Bruen, Rymer, myself, Hobson, and Macworth) were landed on an island for company drill. After finishing drill we marched back to the boat and embarked for the ship; seas began to come in over the bows and she was filling, so we turned round and made for the shore. When about 600 yards off the shore she filled and sank. Nearly everybody jumped overboard at once, but I couldn't, as I was in the bottom of the boat trying to bail out. When she sank I swam clear, and then swam back to get hold of something and found about a foot of the mast sticking up. I held on to that for a short time and then it sank. I then swam about looking for something and saw Hobson with a breaker and joined him, but we found it sinking and we had to look out for something else, and I was just starting to swim for shore when I saw two men with a breaker, so I joined them, and just put my finger through the becket to keep myself afloat until I was picked up by a Russian steamboat. We were in the water 15 minutes, temperature

48, and temp. of air 40. All of the officers were saved, but only 18 men, making only 23, out of 71. I am afraid the men lost their heads completely, for they seemed to let go of things they had hold of. Our poor little drummer was picked up unconscious and died afterwards.

Shanghai, 29th November.

The details of the sad disaster which occurred at Chemulpo on the 1st inst., by the sinking of a pinnace of H.M.S. *Edgar*, and the consequent drowning of forty-eight men, were brought to Shanghai by the Russian gunboat, *Gremyastch* this morning. The *Gremyastch* was lying off Rose Island when the accident occurred and witnessed the sad affair, the struggles of the sailors trying, many in vain, to swim against a strong current to reach the various men-of-war. Fortunately, the sinking of the boat was also witnessed by those on watch on the other men-of-war, and united efforts were promptly made to assist those sailors struggling in the water. It appears that on the morning of the 13th instant a number of sailors were landed on Rose Island, which lies in front of Chemulpo Point, for gunnery drill. The weather was quite fine at the time, though a strong wind was blowing from the north-west.

At half-past one one party of the sailors, numbering 71 men and six officers, put off in a large sixteen-oared open pinnace to return to the *Edgar*. At this time the water was very rough, the tides meeting, and a strong wind blowing; it was also very cold, the thermometer registering eight degrees. Lying about eight cables' length from the point of Rose Island, exactly opposite, was the French cruiser *Alger*. With a leading wind the men tried to sail the boat, proceeding first in the direction of the *Alger*, but the wind was too strong, the water too rough, and there was a five knot current running, consequently the sail was dropped. Whilst this was being done the boat took a quantity of water on board. This impeded the progress of the boat, it being so heavily laden, and suddenly a wave broke over the boat and it filled immediately and sank at three cables' distance from the point it had but recently left. The boat sank about six cables north of the Russia gunboat *Koreytz*, and at about three cables south of this vessel was the *Edgar*. Thus the *Koreytz* was directly in the *Edgar*'s line of sight of the accident and those on board the latter vessel failed to see the boat sink. About midway between the *Koreytz* and *Edgar*, a few cables eastward was the *Gremyastch*, and three cables south of her was the *Yorktown*. Thus the sad accident was in view of all the ships but the *Edgar*. Immediately on the disaster taking place those on watch on the *Alger* and *Gremyastch* raised the alarm, which the other vessels promptly took up. The first boat to get to the scene was the steam launch of the *Gremyastch*, fortunately lying handy with steam up. Ensign Alexis Wesselago was in charge of this launch and he succeeded in saving five officers and nine sailors. The officers were floating on the oars, and four sailors were saved whilst clinging to an empty barrel which fortunately had been in the boat. The *Alger* sent an open launch and picked up an officer and eight sailors, but her steam launch was at Chemulpo. The *Yorktown*, U.S. cruiser, sent a steam launch and the *Koreytz* sent a boat and assisted in the saving altogether of twenty-three men. Sadly enough the *Edgar* being unable to see the disaster was the last to lower a boat, and unfortunately again her steam launch was on shore. The cause of the accident is attributed to the fact that the boat was too heavily laden considering the sea was so rough. One of the men saved by the *Alger* afterwards died on board from exposure, as the weather was exceedingly cold. The *Edgar* sent down divers to recover any bodies, guns, and the launch, but when the *Gremyastch* left nothing had been brought up. The boat sank in seven fathoms of water. The officers and crews of the various vessels on the scene sent expressions of sympathy.—*Mercury*.

A great fire occurred in the native town at Hankow on the night of the 15th inst., when over 2,000 houses belonging to the poorest class of people were destroyed.

EVACUATION OF LIAOTUNG AND LIUKUNGTAO.

Tokyo, 23rd November.

The evacuation of the island of Liukungtao, at Weihsien, by the Japanese garrison commences to-day. The artillery who form the garrison of the island will be sent across to Port Arthur, whence they will be sent to Japan with the first contingent of troops from Liaotung.

The evacuation of Liaotung will commence almost immediately and ought to be completed, if the weather is favourable, by the new year.

Tokyo, 28th November.

According to telegrams received here yesterday nearly all the Japanese have left Newchwang, the Japanese officials having closed up the Custom-house on the 25th instant, embarking for home the next day. The Custom-house is to be reopened by the Chinese authorities on the 30th, but what the arrangements are in the intervening days we have not heard, though presumably no revenue will be collected.—*China Gazette*.

THE WRECK OF THE "NANKING."

Chefoo, 14th November.

The "slight snow" due, according to the Chinese calendar, on the 22nd of November appeared prematurely yesterday; and we awoke to find the hills and the whole landscape presenting a most wintry appearance. The steamer *Nanking* came to grief early in the morning while trying to get into the harbour by the North entrance, about 4 a.m., while the first now-squall was thickening the air; she missed the proper channel and struck on a reef of rocks close to Liukungtao, the Lighthouse Island. She was bound from Hongkong to Newchwang, and en route lost two of the four blades of her propeller. Being off Port Arthur when the loss of the second blade became apparent, the captain sought permission from the Japanese Admiral to put into the harbour and be refitted, but this was refused him. Rebuffed thus, he shaped a course for Chefoo, and had the ill-luck to arrive off our harbour before it was light enough for him to enter it without accident. When she struck the sea was fairly calm, but the tide was rising, and very soon a moderate northerly gale was blowing, driving the ship on to the rocks, while the waves sent sheets of foam flying high above her masts, as could be seen clearly enough from the Club verandah. One of the members of Messrs. Sietas' firm pulled over to the island in a six-oared gig, which was then dragged across and launched on the other side; but some difficulty was experienced in reaching the wreck, owing to the numerous rocks all about her. The ship was then full of water, which rose and fell with the outside, and she speedily became a total wreck. All hands were safely landed on the island, being put up in the lighthouse and adjacent village for the night.

Chefoo, 16th November.

About four in the morning of the 13th inst., in a snowstorm, the Norwegian steamer *Nanking* drifted ashore amongst a group of rocks on the north or outside of Kintai about two miles west of Kungkungtao or Lighthouse island. She has a hole amidships and six feet of water fore and aft and the cargo is being salvaged, but is mostly damaged. Mr. Jamieson, manager of the Taku Tug and Lighter Co., is here in the tug *Heron* and if the weather keeps fine for a few days, which is not probable in November, he will float her out. The *Nanking* was bound from Hongkong to Newchwang direct with a general cargo and steaming up the Gulf of Liaotung got amongst the wreckage of a log junk and broke some blades off her propeller. She managed to go to Port Arthur, where the Japanese behaved in a very arbitrary manner, refusing all assistance and ordering her out of the port. She tried to make Chefoo, but was driven across the west entrance to her present position. All depends upon the weather, as she is badly exposed to a northerly gale.—*N. C. Daily News* correspondent.

**THE SECOND WOOSUNG
RAILWAY.**

The oft-repeated rumours about railway construction in our neighbourhood at last appear to be taking some definite shape, and it looks as if the Chinese officials meant to try to keep such undertakings in their own hands. Those who believe that China is awakening will find some consolation in the fact that the Chinese Government now deliberately propose to relay the Woosung-railway, which they tore up and destroyed ten years ago. When the foreigners who constructed that short-lived line first began their work, older residents will recollect the fierce opposition raised thereto on the grounds of the outraged *fengshui* and the desecrated graves of the dead forebears of the country people. Now happily all that is changed, and *fengshui* as a potent factor of opposition to all innovation seems to have almost entirely lost its efficacy. Indeed we rarely hear the word nowadays. Once the officials determine to do anything the ancient bugbear of all foreign schemes takes wing forthwith, and if it does not a liberal and stimulating treatment with the bamboo effects a speedy change in the minds of the people who raise up the time-worn supernatural bogie. It is therefore tolerably certain that the official promoters of the proposed Woosung railway will find none of the opposition from the gentry and country people along the road which the first foreign pioneers had to encounter, but it is quite another point whether the mandarin constructors and managers will work the line, now being surveyed, with success. Hitherto the lines constructed in the north and in Formosa have been pre-eminently unfortunate, ruinously expensive, and miserably worked. Indeed there is little doubt that the North China railway would take the prize for being the worst, the most unpunctual, vexatious, badly kept line in the universe, and owing to the antique pattern of its rolling stock it is—considering its vast field—one of the most expensive and least efficient in the transport of cargo. This is simply because it is an official undertaking, controlled by mandarin cliques, who run it as they like without consulting their foreign staff. Chinamen can no more run railways than they can fight ironclads or command armies in the field. It is to be hoped that the Viceroy Chang Chih-tung, who has the shortnew railway in hand, will now avoid the mistakes of his colleagues in the north and the even worse blunders and waste in Formosa. If he takes our advice he will at once abandon the idea of doing the work himself, or by deputy through officials, still more ignorant of such matters, but give it into the hands of some competent foreign engineer, who will be able to figure out to a fraction the entire cost of building, equipping, and working the line. We are told that the Viceroy has appointed an officer named Shen Tong-woo to make a survey of the country between Sinza and Woosung, through the districts of Keating, Chinpo, Kongsang, Sinyang, etc., and that he is to start from Woosung in a day or two, accompanied by an officer from the Shanghai *hsien*. Whether this survey will lead to anything definite in the immediate future we cannot say, but that it has been undertaken at all shows that in this part of China at least the officials are thinking of reforms. Still, however we may rejoice at the symptom of awakening intelligence, we cannot help recalling the dismal failures which Chang has made of his former great schemes in Central China, all of which goes to make us doubtful of his success in a nearer field.—*China Gazette*.

In a later issue our contemporary says:—We should have explained in our references to the proposed new railway line from Woosung that that line is only the first section of the railway which Chang Chih-tung is talking of constructing between the mouth of the Whangpoo and Soochow, but it will, according to present arrangements, be the first part laid. The Viceroy has ordered Shin, the Governor of Soochow, to come down here with Loo Taotai to commence the inspection of the route at once. Loo has already arrived and is in frequent consultation with the Shanghai Taotai on the subject, as well as in reference to the new Japanese settlement at Soochow. Loo was formerly consul at Yokohama.

NO RAILWAY CONCESSIONS TO BE GIVEN.

Shanghai, 28th November.

We learn that within the past week the Tsungli Yamen has made up its mind to give a point-blank refusal to all applicants for railway concessions, and several of the foreign Ministers, who have been almost indecently touting on behalf of their nationals for concessions of this kind, have been politely informed that the Chinese Government will lay whatever railways it wants itself. Nor will the unofficial classes of China be allowed to participate in these undertakings. The spoil is on too magnificent a scale for the officials to allow any one but their own cloth to share it, and the mandarins will keep all the railways in their own hands. So they say and doubtless mean to do it—if they can.—*China Gazette*.

DIABOLICAL ATTEMPT TO SCUTTLE A STEAMER.

Shanghai, 29th November.

Two Ningpo men, boatswain and carpenter respectively of the China Navigation Co.'s steamer *Whampao*, Captain Goodall, were charged in the Mixed Court this morning, before the Magistrate and Mr. Scott (British Assessor), with maliciously and wilfully damaging a water-pipe in the hold of the said steamer, thereby causing damage to the ship and cargo to the extent of Tls. 1,000, at sea, between Newchwang and Shanghai. The prisoners were arrested on a warrant issued by the British Court, and in the ordinary course of things they would have appeared before that tribunal, but the charge was too serious for the British authorities to deal with and the prisoners were accordingly sent before their own Magistrate. The evidence adduced this morning revealed a deliberate and diabolical attempt on the part of the prisoners to scuttle and sink the ship, when she was about 200 miles off the South-east Promontory on the 13th inst., on a voyage from Shanghai to Newchwang with a general cargo. Captain Goodall stated that on the 15th inst. when the ship was in the position mentioned, he caused the ballast tank to be filled. The after-hold was closed and the prisoners were the last on board who were in that hold before it was battened down. Shortly before they left it, the chief officer was down there and everything was then in perfect order. Some hours later, by the merest accident, the hold was opened again, when three feet of water was found, and a large quantity of the cargo spoiled. Subsequently a water-pipe leading from the ballast tank to the hold was found to have a large hole in it through which the water was pouring out, and a crowbar, discovered lying close by, was found to fit exactly into the cut. There could be no doubt that the hole had been made with the crowbar. The damaged section of the pipe and the crowbar were exhibited to the Magistrate, who expressed himself satisfied that the hole had been cut with the bar. The prisoners did not deny the charge.

Mr. Scott—Can you assign any reason why the prisoners should have wished to sink the ship?

The Chief Officer—The only thing is this. On the voyage before last we came up from the colonies, and at Hongkong a box of specie, containing 500 sovereigns, was found to be missing. We suspected some of the people on board, more especially the carpenter and boatswain, of being concerned in it. At Shanghai the matter was given into the hands of Sergeant Prest. We got up the prisoners and questioned them, and when the carpenter's tool-chest was searched we found a chisel that fitted exactly into the damaged lock of the treasure-room. In the colonies the steward was put in gaol for misconduct. He got into debt down there and ran away. All this might have led to the present case.

Captain Goodall—The damage was so serious that if the ship had been deeply loaded she would very soon have foundered and even as it was she would have gone down had it not been found out in time.

Mr. Scott—Do you think six months' imprisonment would meet the case?

Captain Goodall—It is very light for such an offence; we were in a gale of wind, a couple of hundred miles off the land at the time and we all escaped with our lives only by a miracle. As it was, a thousand tael's worth of cargo was destroyed. The carpenter had been falsifying the soundings all day. Just before we found the thing out he reported three inches of water in the hold, and when we went down we found more than three feet!

Mr. Scott—The Magistrate is imposing a sentence of 200 blows, a year's imprisonment, and deportation. He cannot give more than a year, and if you want a more severe sentence they will have to go before a higher court where there may be difficulty in dealing with the case.

The prisoners were then removed.—*China Gazette*.

THE CAMPHOR MARKET.

Since our last remarks on the camphor trade the market has undergone a considerable change. The consuming refineries in Europe apparently had been reckoning on supplies after the close of the campaign in Formosa flowing as amply as before the Japanese set foot on the island, and they consequently withheld their orders. The London syndicate, too, may have been guided by similar considerations, and this caused the market to decline somewhat rapidly by about 20 per cent., at which figure the Japanese would have been ready sellers if they could have found buyers. The same opinion doubtless prevailed in Hongkong as to the reopening of Formosa's supplies after the close of the military campaign, as it was thought that supplies locked up through the closing of the ports would thus come forward.

This state of affairs, however, lasted only a few days. Though it is estimated that about 1,000 piculs changed hands at comparatively low prices, yet the smallness of the offers and the timidity with which they were made at the lower rates must have convinced intending buyers at home that the prospect of large supplies in the future was delusive.

The refiners are now preparing for the spring season. Local buyers, whose orders are beginning to come in, fail, it is said, to elicit offers from the Japanese, and already the decline in price has partly recovered. What the future of the market will be we shall probably soon know.

As we pointed out when we last referred to the camphor market, the high prices which ruled up to a month ago have in no way increased the production of the article in Japan, while the recent decline has acted as a check on the producers. Furthermore, the reports of the speedy exhaustion of available trees gain in strength, and it seems that those who are fortunate enough to hold small stocks of camphor hold them tighter than ever and are not tempted by present quotations.

Much speculation has been rife as to the probable course of events in Formosa, and it must be confessed that so far as positive information goes we are as much in the dark now as before. One thing, however, is certain—namely, that all the exertions of the Japanese merchants who went to Formosa with the object of getting at the hidden stores of camphor or to start distilleries have been doomed to disappointment, and nothing has yet appeared in this market. What at present arrives in Hongkong is limited to the production of those few Chinese who are in possession of unquestionable title-deeds and are permitted by the Japanese authorities to go on distilling to a limited extent.—*Koto Chronicle*.

According to despatches from Peking, says the *N. C. Daily News*, the Censor Sun Wu-chien, who had previously filled on several occasions the post of Supervising Censor of the military provincial and metropolitan examinations at Peking, presented on the 13th November a memorial to the Throne ridiculing the idea of still continuing the examination of military students and graduates in archery, "which is now obsolete, out of date, and a curse to the country." The memorialist proposes to substitute rifle and carbine examinations on foot and horseback and in time to add technical examinations. The matter has been referred to the Board of War.

HONGKONG.

The weather during the past week has been beautifully fine and the temperature such as to make walking very enjoyable. On Wednesday a Marine Court of Inquiry was held respecting charges made by the captain of the *Torrisdale* against the mate. An interesting opium case was heard at the Police Court on Thursday, and on Friday an extraordinary general meeting of the shareholders of the Green Island Cement Company, Limited, was held. The chief event of the week was of course the St. Andrew's Ball, which was given on Friday under most favourable auspices. On Tuesday the Sanitary Board met instead of to-day on account of the Legislative Council meeting.

The appointment of Dr. F. W. Clark to be a member of the Sanitary Board is gazetted.

Mr. Hilario Gonzalez has been appointed Vice-Consul for Spain at Hongkong.

There were 1,861 visitors to the City Hall Museum last week, of whom 143 were Europeans.

At the regular meeting of Zetland Lodge held on Monday evening Bro. D. Macdonald, J.W., was elected Worshipful Master for the ensuing year and Bro. G. J. B. Sayer Treasurer.

We hear that there is some probability of a Masonic Ball being given during the present season to celebrate the Jubilee of Zetland Lodge and of the introduction of Masonry into the colony.

There was another big batch of "no light or pass" charges at the Police Court on Monday, no fewer than two hundred and fifty Chinese being dealt with by the Magistrate. Mr. T. Sercombe Smith.

At the Alice Memorial Hospital last month the number of in-patients treated was 55 and the number of out-patient visits was 1,691. At the Nethersole Hospital the numbers was 51 and 65 respectively.

The *Edgar* and *Spartan*, which were temporarily detached from the Mediterranean squadron for service on the China station, have now been definitely added to the strength of Admiral Buller's command.

It is notified in the *Gazette* that no school for boys opened after the date of the notification will receive any grant-in-aid unless such school shall give a European education in the English language besides complying with the other requirements of the code.

A *Government Gazette Extraordinary* was issued on Tuesday afternoon notifying that the Hon. R. M. Rumsey, Harbour Master, has returned to the colony and resumed the duties of his office; also that Commander W. C. H. Hastings has been appointed an official member of the Legislative Council during the absence of the Hon. F. H. May, C.M.G. During Commander Rumsey's absence his seat in the Legislative Council was filled by the Hon. W. C. H. Hastings and Mr. May's seat by Mr. A. K. Travers.

The officers and crew of the P. and O. steamer *Siam*, which has been sold to Japanese, arrived here on Tuesday by the *Verona*. The *Kobe Chronicle* of the 27th November says:—We understand that the negotiations for the sale of the P. & O. steamer *Siam*, which has been lying in the harbour for some two months, have at last been brought to a satisfactory conclusion, the final payment being made yesterday by her Japanese purchasers. The vessel has consequently been withdrawn from the berth for Bombay. It is reported that bargain money has been paid on the vessel no less than three times, negotiations in the two first cases falling through owing to the Japanese speculators not being able to complete the purchase.

At the Magistracy on Friday, before Mr. T. Sercombe Smith, Chan Chu, master of a licensed cargo-boat, was summoned for allowing his boat to lie alongside the Praya Central for the purpose of landing kerosine for more than fifteen minutes contrary to rule 6 of the rules and regulations made by the Governor in Council on the 21st inst. under section 8 of Ordinance 8 of 1873 as amended by Ordinance 8 of 1892. The defendant was landing kerosine for three hours and he admitted being there from 11 a.m. to 1.30 p.m. He was fined \$25. This is the first case which has been taken under the new rule, which was adopted in consequence of the Magistrate a short time ago finding himself unable to convict under the then existing rules.

The American ship *Wandering Jew*, which was recently on fire in the harbour, is advertised for sale by auction.

At the Police Court on Friday Jules Marcess, Pokfulam Road, was fined \$100 for selling intoxicating liquors without a licence. Mr. Wilkinson appeared for the defence.

The enterprising management of the Mount Austin Hotel have decided upon large extensions. On the one side the hotel is to be extended to Umbrella Seat, a new wing is to be added on the eastern end, and a ball room is to be erected on the site of the present chunam tennis court, to be approached by a covered way from the Hotel on the one side and by the Peak Road on the other. We trust the enterprise displayed will meet with the success it deserves. The ball room, which will presumably be available for entertainments of all descriptions, will meet a distinct want. Now that the bulk of the European community reside at the Peak a commodious assembly room there for dances and general entertainments has become a necessity.

Mr. Poon Pong, one of the wealthiest Chinese residents of the colony, died on Wednesday. Mr. Poon Pong was a director of the Hongkong, Canton, and Macao Steamboat Company, Limited, and was interested in various other enterprises. His age was fifty-six. It is reported that his estate will realise a million dollars. On Monday the body of the deceased gentleman was removed from his residence to the Lapsapwan mortuary of the Tong Wah Hospital, where it will remain for some time before being buried. The procession, which was headed by two mounted troopers, comprised over a thousand persons, with the usual Chinese mourning paraphernalia. The route taken was eastward along the Praya to the Clock Tower and then westward along Queen's Road. A number of Europeans, including the Hon. J. H. Stewart Lockhart, Hon. C. P. Chater, Hon. E. R. Belilius, Hon. T. H. Whitehead, Messrs. J. D. Humphreys, H. N. Mody, G. R. Stevens, A. G. Romano, V. H. Deacon, A. Shelton Hooper, and T. Arnold joined the procession along the route.

From the Estimates for 1896 we notice that the duties of Clerk of Councils are to be performed by the Assistant Colonial Secretary after February next and the office of Chief Clerk in the Colonial Secretary's office is to be abolished. This effects an annual saving of \$4,536, but next year the saving extends only over ten months, the present salary being provided for January and February. Mr. Seth has been transferred on his present salary to be Deputy Registrar and Appraiser in the Supreme Court, and the office of Deputy Registrar and Accountant has been revived; some reductions have been effected in the Legal Departments; and the net increase in salaries is \$1,971. A saving of \$8,080 is shown in the Registrar-General's department, accounted for chiefly by the abolition of the Registrar-Generalship as a separate office. In the Magistracy under the new arrangements there is a saving of \$6,396 and one of \$7,854 in the Fire Brigade. Under the head of Miscellaneous Services there is shown a saving of \$12,200, chiefly due to the resignation of the Consulting Engineer (Mr. O. Chadwick) to the Water and Drainage Department. The total decrease in personal emoluments throughout the Service is \$12,371 and in Miscellaneous Services there is a decrease of \$12,200.

FORMOSA.

[FROM OUR CORRESPONDENT WITH THE
JAPANESE ARMY.]

TAIPEH FU, 23rd November.

Ocean trips have several times been made with small boats specially constructed for the voyage, but a sail for long distances by small open fishing boats has not often been recorded. As the Chinese neglected the North Formosa fisheries, the Japanese authorities decided to voyage fishermen from Japan and bring them with their fishing boats to Formosa. Mr. Otah of Japan, who was interested in placing this profitable resource in the hands of his countrymen, arranged with a leading fisherman, who engaged over 60 men with 12 boats. It was the intention to convey these people and their boats to Formosa aboard a transport,

but upon learning this these hardy fishermen made a decided objection, considering the proposition a slight to their ability as sailors. Therefore at their request they were granted permission to attempt the hazardous journey in their own boats. The little fleet of 12 boats, the smallest 25 feet and the largest 40 feet in length, piloted by a veteran fisherman who was commander, sailed away from their native village near Simimonsaki on the 13th of last month at 1 p.m. At eight the same day they arrived off the island of Trushima, which is to the westward of Japan. From there to Okinawa, Loochoo group, two days and one night were spent. To Yayeyama island was the next sail, requiring two days and one night more, and from there to Kelung, Formosa, their destination, one day and one night; the entire fleet arriving together in harbour. Thus only five days and three nights were expended in sailing 800 miles, which even for a clipper would be considered pretty good time. Stops were made of several days each at the Loochoo group, so that it was eighteen days from the date of departure in Japan before the arrival at Kelung. Only a common pocket compass with a roughly drawn chart was possessed by the commander, who depended more upon his knowledge of the direction of the currents, which were watched very closely, rather than from any magnetic observations. The wind was not feared, although it blew very strongly when nearing Formosa and the sea was exceedingly rough, but the current, which is specially strong to the north of Formosa caused them some apprehension. The little craft possessed three masts, carrying sails averaging about 3, 6, and 8 or 9 feet wide. When the wind was very strong and the sea rough the small sail only was used, this being set forward, but when the wind was fair and steady all sails were spread. On their safe arrival they were cordially welcomed by the Japanese and the Governor presented 200 yen to be distributed among them.

Six of the boats remained in Kelung and the arrival from them of 5,000 pounds of fish at Taipéhfu one day this week shows that they are not idle and that fish are plentiful. On the arrival of the other six boats at Tamsui to engage in the fisheries there, the 36 men comprising the crews were publicly thanked and complimented by Mr. Kitamura, of the civil department, on behalf of his chief, Mr. Okubo, who was then absent. During his remarks he said.

"We in Tamsui were previously informed of your intention to make this trip and while admiring your courage we, knowing the roughness of the sea to the north of this island, feared for your safety. But yesterday when we saw your boats sailing into the harbour and we recognized their familiar form we cheered at your safe arrival!"

"Besides an exhibition of your skill and courage, as a practical illustration of what may be safely accomplished in a small boat, your trip is of great value."

"May your efforts at the Formosa fisheries be as successful as your long trip from Japan, which has given your native province reason to be proud of you and caused all to admire your bravery."

The three-masted ship *Inaho Maru*, which was totally wrecked in Kelung harbour, was owned by the Yusen Kaisha and was chartered by the Government, upon whom the loss will fall. She was of 440 gross tonnage, but was old and of not much value.

On the 19th, upon the invitation of Governor Count Kabayama, the leading Japanese officials, members of the Red Cross Society, war correspondents, and Chinese connected with the Government, met in the afternoon at the Governor's house to bid farewell to General Takashima, formerly Commander-in-Chief of the troops in Formosa, and to celebrate the establishing of peace throughout the island. A speech was given by the Governor in which he thanked General Takashima for his assistance in Formosa; the Guard Division for their services, having been engaged in the field for five months, during which time they were exposed much to disease; the members of the Red Cross Society, who volunteered for the service and rendered the most valuable aid when many of the army medical corps were incapacitated; and the war correspondents, who, although not formally hardened to the privations of a soldier, were at

tached to the army, shared the hardships, and followed through the dangers of disease and battles to the credit and honour of their profession.

On a permanent stage which stands in the court of the Governor's house an entertainment was given, which continued from 8.30 in the afternoon until 1.30 at night, consisting of Japanese songs, dances, and four comedies produced by amateur talent, followed by a Chinese professional theatrical performance and closing with Chinese music by a large troupe of "sing-song" girls, who were engaged specially for the entertainment of the Chinese guests.

Among those present were—Generals Tashima, Ashima, Murai, Nakamura, and Surgeon-General Ishizaka; Admirals Tsunoda, Tanaka, and Hishima; Colonel Hagiwara, Chief of Gendarmes; Colonel Ijichi, Chief of the Second Division Staff; Colonel Tanabe, Aide-de-Camp to the Governor-General; Colonel Kadama, Chief of Engineering Corps; Mr. Miyuno, Chief of the Civil department; Mr. Kabayama, D.C.L., Mr. Okubo, D.C.L., and many others of the higher officials; Mr. Li and his assistants of the Chinese department; ten Japanese and one foreign correspondent.

TIENTSIN.

[FROM OUR CORRESPONDENT.]

20th November.

Public affairs are quiet and though the Mahomedan rebellion figures large in the Southern press, it is attracting but little notice up here. It is either insignificant in itself or it suits the officials to ignore it. Private advices received here five days ago from Lanchow state that there was a complete absence of panic in that city, and that proximity to the rebels seemed to abate rather than intensify the public fear. Sining-choo, a city on the Koko-nor frontier, about 120 miles W.N.W. of Lanchow, had been seized, and some anxiety was felt about the safety of two European missionaries therein, one a lady. The Lanchow correspondent says the near approach of winter will to a certainty disperse the rebel forces. There is a good deal of unnecessary fear generated by people looking at this district on small-scale maps: we are apt to forget that as the crow flies Lanchow is at least 700 miles distant from Peking and that the physical difficulties in the way are all but insuperable to an unorganized rabble. To these difficulties may be referred the inadequacy of the Imperial forces sent to the front from this province. The men desert in thousands by the way and the transit of troops from Chihli to Kansuh is like the "shovelling of fleas across a barn yard"—few get to the other side.

The Peking situation is the same. The opinion is stronger in foreign circles in the capital that Li will return to power; but most certainly this notion finds no support in native official circles here. Wang Wen-shen, the new Viceroy, is slowly but surely eliminating the Li following in the province. Wang has never before had to do with foreigners and is somewhat shy of meeting them. He finds that the formal duties of his office make so exacting a demand on his time that he has had to decline all interviews with the crowds of men who flock to Tientsin on all sorts of business. Li was always accessible to financiers, philanthropists, journalists, globe-trotters, &c., &c., and plied them right well with all sorts of relevant and irrelevant questions. The present man refuses to see any one without a consular or strictly official introduction; hence his reputation for being "anti-foreign." He visited the East Arsenal last Monday on the occasion of the Naval College examination and was lost in admiration at the machinery, all of which was new to him.

That the high Chinese officials are determined to acquire a new navy is evident from the fact that the Naval College here is being replenished with new students to replace the present graduates. For some months confidential inquiries have been going on between the British Foreign Office and Captain Lang with a view of this able officer returning to China. Personally Captain Lang is unwilling to come and has specifically said so; but he would probably withdraw his personal objections in deference to the wishes of the Admiralty, and on assurance that

things would not be as formerly. The present decision is that Captain Lang will not come.

Sir Nicholas O'Conor was greatly impressed with his reception in Tientsin. His Excellency spoke with unmistakable frankness to Prince Kung at his last interview. Stating that he had no other object than a wish to show his sense of the many courtesies he had experienced at his Highness's hands, he said that unless China quickly reformed partition was inevitable.

We somehow have got an idea that Sir Mortimer Durand is the most likely man for the Peking appointment and as Sir Nicholas did not discountenance the notion there is probably something in it.

Business is in its usual congested state antecedent to the closure of the port. The Customs returns are the greatest on record and there is much other evidence that the trade of the port is still progressive. Messrs. Butterfield and Swire are covering a large compound with modern godowns and offices; Messrs. Arnhold, Karberg & Co., Messrs. Alfred Dent & Co., and the Chartered Bank are opening or have opened local agencies, and sites are at a high premium, notwithstanding the prospect of German and Japanese concessions. The latter, by the bye, are making no visible progress; a remark equally applicable to all the railway departures of which we hear so much in the *Peking Gazette* and Shanghai papers.

MISCELLANEOUS.

The Imperial Chinese Telegraphs are building a duplicate line to Helampo, opposite Blagovestchensk, where connection is made with the Siberian line.

The Chinese authorities have decided, after twenty-five years almost to the day, to remove the wreck of the *Lismore*, outside Woosung. This vessel struck on a sunken junk on the morning of the 2nd of November, 1870, while inward bound from Foochow.

The Nippon Yusen Kaisha has decided to pay the enormous dividend of 30 per cent. for the present year—10 per cent. out of the ordinary profits and 20 per cent. out of profits made on the steamers chartered by the Government during the war, says the *Eastern World*. After deducting this abnormal dividend the company will still be able to add \$2,500,000 to its reserve fund.

It is reported from Wuchang, says the *N. C. Daily News*, that a certain Szechuen syndicate has obtained the consent of the high authorities of Szechuen and Hupeh to work the petroleum deposits in those two provinces and that the head of the syndicate is a man named Chung, who has recently seen some English merchants about procuring the necessary foreign machinery to develop the industry.

The arms salvaged from the wreck of the *Kowshing* by Captain "Jack" Roberts some months ago came down to Shanghai on the 22nd November in the *Hsinyu*, consigned to Messrs. Mandl & Co. They are to be taken over by the Chinese authorities. They consist of nine guns, 16 cartridge cases, 26 gun-carriage wheels, 9 carriages, 13 limbers, 48 rifles, 9 sword bayonets, 130 packages in all.—*China Gazette*.

The Norwegian steamer *Matilde*, which left Nagasaki on 11th October, took twenty-nine days in crossing to Vancouver. She reported that about 1,200 miles from Vancouver she struck a wreck or some floating obstruction, as the result of which three propeller blades were stripped, and having but one blade left, she did not reach Vancouver till November 10th. In June last the *Chittagong* reported that there was a floating derelict in lat. 49° 55' N. long. 141° W. This was probably the wreck that the *Matilde* struck.

At the instance of the master of the American sailing-ship *Wm. H. Macy*, the British steamer *Isis* was, we learn from the *Japan Gazette*, formally arrested by Mr. Kircher, of H.B.M. Consulate, Yokohama, on the 23rd November. It will be remembered that the vessels collided recently in the bay, the *Macy* being so seriously damaged that she had to be beached. The *Isis* was also very badly damaged and is now undergoing repairs. We understand that the claim against the *Isis* is \$80,000. Mr. Walford and Mr. Scidmore are acting on behalf of the plaintiff.

Admiral Carpenter left for home on the 16th inst. by the O. & O. *Gaelic* from Yokohama, and his flagship the *Baltimore* is timed to sail about the 26th. The *Olympia*, it is stated, will await the arrival of Admiral McNair at Yokohama.

In order to ensure a regular supply of coal for the iron works at Wuchang, the *N. C. Daily News* says, the Viceroy Chang has sanctioned a railway between Wuchang and Hsingkuochou in the same province, where coal suitable for the manufacture of coke is abundant.

There is a hitch about the new Franco-Russian Bank, the *N. C. Daily News* say. The French have found the greater part of the capital, but the Russians want the majority on the Board of Directors. No doubt the French will give way, and all will be soon settled amicably.

The hill in the district of Ch'unan, Ch'kiang, being said to contain a very good coal, a native syndicate obtained permission from the Governor to open mines there. When operations were about to commence a great uproar about ruining the *fengshui* of the district was raised, and the work has to be suspended until the syndicate has appealed to Governor Liao for a special proclamation to the district officials and gentry to cease troubling the syndicate, as the opening of mines was part of the programme for the strengthening and resuscitation of the empire.—*N. C. Daily News*.

Mr. Shen Tun-ho, an English speaking official belonging to the Nanking Viceregal staff, arrived at Shanghai on the 20th inst. in order to direct the survey of the proposed railway line between Shanghai and Soochow. In order to prepare the officials and people along the proposed line of survey, and prevent ill rumours by ignorant mischief-makers, Mr. Huang, the Shanghai magistrate, has sent couriers to the magistrates of the cities of Chiating (Kahding), Hsingyang, Tsingpu, Kunshan (Quinsan), and Ch'nyang, apprising them of the matter. The *tipaos* belonging to this district were also summoned by Mr. Huang on Thursday and ordered to make everything ready within their respective wards for the surveying party in the Shanghai district.—*N. C. Daily News*.

In the Supreme Court at Shanghai on the 27th November Mr. M. J. D. Stevens was formally admitted to practice in the Court. In connection with this the *Mercury* says:—The shareholders of the Imuris Mining Company, who met this afternoon (28th November) to discuss the unpleasantness of their position and arrange as to what attitude they shall adopt, were reminded yesterday perhaps of the gloomy proverb, "Coming events cast their shadows before." Mr. Stevens, who courteously invited the wrathful shareholders to an "Imuris at Home," was admitted, by Mr. Acting Chief Justice Jamieson, as a solicitor to practice in the Supreme Court at Shanghai. It is stated that Mr. Stevens does not intend to remain permanently at Shanghai, and in the interests of the shareholders in question it is to be hoped he will not feel himself called upon to assert his legal privileges just acquired and "be called to practice."

The public, the *N. C. Daily News* says, have fortunately been spared the details of what might otherwise have been a disaster equal to or perhaps more appalling than that of the *Kungpai*. The *Kungping* left Tongku with 1,500 soldiers on board for Hukou, at the entrance of the Poyang Lake, but as the General in command of the troops desired to land his men at Kiukiang, the vessel proceeded to that port, but this alteration was not allowed. The vessel then went back to Hukou, where boats were waiting for the soldiers. While the debarkation was going on, an explosion of gunpowder took place in the 'tween decks and the hatches were filled with smoke. All preparations were immediately made to extinguish the fire, but when the smoke cleared away it was found that no damage had been done. The responsible parties do not appear to have taken warning from the *Kungpai* disaster, for it turned out that there was a large quantity of explosives on board. A searching investigation ought to be made as to who was responsible for troops and ammunition being carried at the same time.

COMMERCIAL.

TEA.

CANTON, 3rd December.—Macao Congou—Settlements during the past fortnight amount to 4,500 boxes, principally Medium kinds. Prices range from Tls. 11 to 23 per picul and latterly shew an advance of Tls. 1 to 2 per picul for Good Medium and Fine. The quality generally is disappointing, there being but very few Teas having the true Autumn flavour. Continental and Colonial business continues to be on a very small scale. Scented Capers.—No fresh transactions are reported and the season will probably close with a total export of 5,600,000 lbs.

SHANGHAI, 29th November.—(From Messrs. Welch, Lewis & Co.'s circular).—Black Tea.—There is no change to report in this market, either in volume of business or in values. Most of the stock is in the hands of one man.

The following settlements are reported:—
Ningchow... 2,080 1/2-chts. at Tls. 13 to 17 1/2 a pl.
Hohow ... 80 " " 12 1/2
Kutoan ... 1,145 " " 14 to 15 "
Wenchow... 328 " shipped
Oonam ... 1,02 " " 11.90 to 15.10 "

Total 4,689 1/2-chts.

Stock.—11,729 half-chests, against 7,053 half-chests at same date last year.

Green Tea.—Pingsuey.—Many of the sales reported belong to the previous fortnight's business. The few settlements made during the interval are on about the same level as before. Country Teas.—A fair business has been done and prices on the whole show no change from the previous fortnight's low range. Much of the irregularity in prices is apparently owing to the diverse opinions of buyers as to the value of style or water; some buying purely for appearance, and others for some approach to quality in water. The stock is much reduced, and supplies are evidently drawing to an end. The season has proved one of the most disastrous to Native Teamen of which we have any record. It is safe to predict that the quantity of Country Green Tea which will be picked for foreign use next season will show a surprising decrease from the bumper yield of the season now closing. Teas cannot be brought to market to sell at present rates, and the losses have been so crushing that many Teamen will find it difficult to get money facilities next season.

Settlements reported since 1st inst:—

Pingsuey	8,776	at Tls. 16.10 to 25.25
Moyune	9,444	" 14.00 to 28.50
Tienkai	9,937	" 14.10 to 32.00
Fyehow	2,236	" 12.10 to 15.75
Local Packed	440	shipped.

Total..... 25,887 1/2-chts.

Total settlements from opening of the market to date:—
Pingsuey ... 177,860 1/2-chts. against 151,238 1/2-chts.
Moyune ... 106,014 " 100,907 "
Tienkai ... 88,666 " 71,581 "
Fyehow ... 22,871 " 17,971 "
Local P'ked. 22,040 " 16,078 "

Total..... 417,460 1/2-chts. Total 357,775 1/2-chts.
Total arrivals to date are:—436,560 half-chests, against 367,204 half-chests to same date last year.

EXPORT OF TEA FROM CHINA TO GREAT BRITAIN.

	1895-96	1894-95
	lbs.	lbs.
Canton and Macao	6,912,824	6,797,828
Amoy	330,015	601,040
Foochow	11,175,408	14,357,248
Shanghai and Hankow	19,585,905	19,855,786
	37,994,152	41,641,902

EXPORT OF TEA FROM CHINA TO UNITED STATES AND CANADA.

	1895-96	1894-95
	lbs.	lbs.
Amoy	9,489,75	14,128,541
Foochow	6,066,651	4,626,555
Shanghai	26,615,804	22,890,202
	42,172,280	41,635,298

EXPORT OF TEA FROM CHINA TO ODESSA.

	1895-96	1894-95
	lbs.	lbs.
Bankow and Shanghai	27,240,863	22,555,223

EXPORT OF TEA FROM JAPAN TO UNITED STATES AND CANADA.			
	1895-96	1894-95	
	lbs.	lbs.	
Yokohama	28,830,449	26,929,936	
Kobe	17,871,446	14,660,393	
	46,701,895	41,590,329	

Fooyung at Tls. 2074 to Tls. 2174. Yellow Silk.—Wongyi at Tls. 215, Wongchow at Tls. 182 to Tls. 192. Szechuen at Tls. 172. Filature.—Red Globe Croisees 1 & 2 at Tls. 563 to Tls. 555.

EXPORT OF SILK FROM CHINA AND JAPAN TO EUROPE.

	1895-96	1894-95
	bales.	bales.
Shanghai	39,777	25,948
Canton	10,868	8,051
Yokohama	13,121	9,761
	63,769	43,750

EXPORT OF SILK FROM CHINA AND JAPAN TO AMERICA.

	1895-96	1894-95
	bales.	bales.
Canton	7,522	4,860
Shanghai	5,797	5,012
Yokohama	18,727	12,005
	32,046	21,886

CAMPHOR.

HONGKONG, 4th December.—Prices are still moving upward, in consequence of the small supply from Formosa. Quotations for Formosa are \$84.25 to \$84.50. During the past week sales have been 200 piculs.

SUGAR.

HONGKONG, 4th December.—Demand has been brisk, and with only small supplies coming to hand prices have improved. Following are the quotations:—

Shekloong, No. 1, White	\$7.55 to 7.57 per pic.
do. 2. White	7.02 to 7.05 "
Shekloong, No. 1, Brown	4.92 to 4.95 "
do. 2. Brown	4.67 to 4.70 "
Swatow, No. 1, White	7.41 to 7.45 "
do. 2. White	6.90 to 6.92 "
do. 1. Brown	4.80 to 4.83 "
Swatow, No. 2, Brown	4.67 to 4.70 "
Foochow Sugar Candy	12.10 to 12.12 "
Shekloong	10.92 to 11.00 "

MISCELLANEOUS EXPORTS.

The steamer *Strathclyde*, Hongkong to New York, 23rd November, took:—2,938 rolls Matting, 70 bales Rattan Cores, 19 cases Crackers, 21 bales Goatskinsrugs, 13 cases Straw Hats, and 992 packages Merchandise.

The steamer *Sarpedon*, Hongkong to London, 24th November, took:—3,409 boxes Tea (43,940 lbs. Congou, 26,649 lbs. Scented Caper), 1,261 bales Hemp, 50 bale Waste Silk, 100 bales Pierced Cocoons, 40 bales Canes, 9 casks Soy, 1,618 cases Preserves, 700 casks Preserves, 58 cases Essential Oil, 295 cases M. O. P. Shells, 22 cases Cigars, 7 cases Curios, 2 cases Blackwoodware, 2 cases Earthenware, 119 packages Chinaware, 331 rolls Matting, and 17 packages Sundries; for London option Manchester:—3 cases Floss Silk; for Liverpool:—4 cases Cigars and 3 cases Sundries; for New York:—6 cases Cigars; for Buenos Ayres:—100 packages Tea; for Valparaiso:—50 boxes Tea.

The French steamer *Salazie*, Hongkong to Continent, 27th November, took:—148 bales Raw Silk, 3 cases Silk Piece Goods, 9 cases Effects, 12 cases Curios, 150 cases Cassia, 6 cases Cigars, 3 cases Ilang Ilang, 450 packages Tea, 9 packages Hair; for London:—7 cases Effects.

OPIUM.

HONGKONG, 4th December.—Bengal.—The demand has continued slack and owing to the low rates realized at the Government Auction, a further decline has taken place in rates. Closing quotations are \$765 for New Patna, \$770 for New Benares, \$775 for last year's Old Benares, and \$720 for Old Benares.

Malwa.—Transactions have been very limited and rates unchanged. The following are the latest figures:—

New	\$700 with allowance of 0 to 1 catty.
Old (2/4 yrs.)	\$710 " " 1 to 1 1/2 "
" (5/6 yrs.)	\$721 " " 1 to 1 1/2 "

Older \$730 " " 1 to 1 1/2 "

Persian.—Oily drug has not had any inquirers, and Paper wrapped has depreciated in value, current quotation being \$650 to \$700 for the former and \$700 to \$825 for the latter according to quality.

To-day's stocks are estimated as under:

New Patna	1,450 chests.
New Benares	90 "
Old Benares	670 "
Older	44 "

[December 5, 1895]

Malwa	800 chests.
Persian	680 "

COUSE OF THE HONGKONG OPIUM MARKET.

DATE.	PATNA.		BRNARIES.		MALWA.	
	New.	Old.	New.	O.	New.	Old.
1895.	\$	\$	\$	\$	\$	\$
Nov. 27	782	—	792	720	700/710	720/730
Nov. 28	782	—	792	720	700/710	720/730
Nov. 29	782	—	792	720	700/710	720/730
Nov. 30	775	—	785/90	720	700/710	720/730
Dec. 1	775	—	785/90	720	700/710	720/730
Dec. 2	775	—	785/90	720	100/710	720/730
Dec. 3	765	—	770/85	720	700/710	720/730
Dec. 4	765	—	770/85	720	700/710	720/730

COTTON

HONGKONG, 3rd December.—Ningpo continues in demand at current rates. One lot of 100 bales Bengal arrived during the fortnight.

Bombay	\$16.00 to 17.50 p. pl.
Kurrachee	16.00 to 17.50 ,
Bengal, Rangoon, and } 16.00 to 18.00 ,	
Dacca	"
Shanghai and Japanese..	19.00 to 21.00 ,
Tungchow and Ningpo..	20.00 to 20.40 ,
Madras	17.00 to 19.00 ,
Sales : 1,500 bales Tungchow and Ningpo.	

RICE.

HONGKONG, 4th December.—Another improvement in rates has to be reported, consequent on a strong demand from Hongkong. Closing quotations are:—

Saigon, Ordinary	\$1.97 to 2.00
Round, good quality ..	2.30 to 2.32
Long	2.40 to 2.42
Siam, Field, mill cleaned, No. 2 ..	2.07 to 2.10
Garden, .. No. 1 ..	2.41 to 2.45
Siam White.....	2.87 to 2.90
Fine Cargo ..	3.02 to 3.03

COALS.

HONGKONG, 4th December.—Market keeping fairly steady. Sales reported are 10,000 tons Japanese at \$4.50 to \$5.55. Quotations are:—

Cardiff	\$12.00 to 13.00 ex ship nominal.
Australian ..	8.00 to 8.25 ex gdn., sales.
Miike Lump...	5.75 to 6.00 ex ship, nominal.
Miike Small...	5.00 to 5.25 ex ship, nominal.
Moji Lump ...	4.00 to 5.00 ex ship, nominal.
Kebao Lump...	6.00 to 7.00 ex ship, nominal.
Kebao Small...	4.00 to 4.50 ex ship, nominal.

MISCELLANEOUS IMPORTS.

HONGKONG, 4th December.—Amongst the sales reported are the following:—

YARN AND PIECE GOODS.—Bombay Yarn.—685 bales No. 10 at \$69 to \$75; 425 bales No. 12 at \$71 to \$77; 115 bales No. 16 at \$87.50 to \$90; 1,150 bales No. 20 at \$81 to \$87.50. White Shirtings.—500 pieces A. 1 at \$4.70, 210 pieces N. 1 at \$5.75, 390 pieces N. 2 at \$6.15, 150 pieces N. 3 at \$6.40, 500 pieces X. 8 at \$4.10, 500 pieces X. 9 at \$4.30. T-Cloths.—900 pieces 8 lbs. Mexican W. at \$2.75, 600 pieces 8 lbs. Mexican H. and Stag C. C. at \$2.97. Drills.—300 pieces Old Man and Tiger at \$3.55. Spanish Stripes.—240 pieces Assort'd German S. and G. at \$1.20.

METALS.—Tin.—200 slabs Siam at \$35.25, 100 slabs Foongchau at \$35.60. Quicksilver.—150 flasks at \$114 to \$145.00.

SHANGHAI, 28th November.—(From Mr. Geo. W. Noel's report).—Although a certain amount of business is passing, there has not been so strong a demand as was expected, considering we are within a week, at the most, of the departures of the last steamers for Tientsin this season. There is plenty of enquiry, but the prices offered are not workable in the majority of cases, and importers, therefore, prefer to take the risk of holding through the winter, and are somewhat encouraged in the entertainment of that view by the anxiety which the dealers are displaying to buy at current rates for delivery after the Native New Year. With the renewed strength of the home market that is advised, and the lower exchange ruling, there is certainly no reason to anticipate that prices here will not greatly improve by the time business commences for the Spring, there being very little prospect of a rise in sterling sufficient to make any material difference to the laid down cost of the goods indented for during the last month or two, which must be, on the average, considerably over the rates now current. The dealers themselves have evidently made up their minds to hold what they have got, importers' godowns being unusually

full for the time of the year. The harbour authorities in the North have intimated that the lightships, etc., at the mouth of the Peiho will be removed about the 1st of December, but steamers will probably continue to be despatched from this up to the 4th or 5th proximo, although they will most likely insert the ice clause in the bills of lading, which of itself is sufficient to deter shippers from sending more than they can possibly help. The market in Tientsin does not display any great activity, sheetings, more especially American, being in most demand. The Korean trade is also on the wane, the last direct steamer from this leaving next week. It is therefore satisfactory to notice signs of more life in our nearer dependencies, which have to be relied on solely during the winter months; however, there is room for very considerable improvement in the river trade. As regards values there is not much change to report in the market, cottons being fairly steady at auction, but woollens are decidedly weak.

Metals.—(From M. Alex. Bielfeld's report).—29th November.—The market generally is quiet, but no doubt contracts are being put through privately, and although sales reported are few, transactions of considerable importance have been effected in Metals, both Old and New, within the past month or six weeks—details of which those interested will not publish. Prospects for the spring are fairly hopeful, and the Customs report at the end of 1895 will, I fully expect, confirm this view. Lead.—Quotations remain unchanged for L. 1 and Enthoven. Australian is quoted at Tls. 5.20. Nailrods.—Nothing further has been done this week, but 200 tons more Sohiers Exp. were sold last week than reported. Last quotations are Sohier Exp. 108/- c.i.f., Goffin 112/- c.i.f., and the tendency at home is upward. Stocks are by no means heavy, and clearances are very satisfactory. 50 cases Copper Sheathing, "spot," have been sold at Tls. 24.50. Scrap Material.—The market for Sheet Cargo of Horse-shoes has dropped, but for other lines continues steady, yet dealers are a long time in responding to home requirements. Beyond auction sales as given below, little is on record. Offers at old rices have been referred back, and it seems likely that natives will have to give way before long.

JOINT STOCK SHARES.

HONGKONG, 4th December.—The improvement in business reported in our last has not been maintained and we have but little of any importance to report. Rates rule rather weaker and the market closes dull.

BANKS.—Hongkong and Shanghais have declined to 181 per cent. prem. with few if any sales. At time of writing a few shares are wanted at the rate. Nationals have further declined to \$28 with sales.

MARINE INSURANCES.—Unions have changed hands at \$197½ and \$200. Cantons at \$192½, and Straits at \$25 cash and \$25½ end of January. China Traders have found further small buyers at \$73½ and close with more shares offering at the rate. Cantons still continue in request.

FIRE INSURANCES.—Sales of Hongkongs are reported at \$257½, but sellers rule the market. Chinas have further declined to \$87 with sales.

SHIPPING.—Hongkong, Canton, and Macaos have changed hands at \$36 and \$35½, closing firm at latter rate. Indo-Chinas have been enquired for and been negotiated at \$57; more shares are wanted. Douglas's after further sales of small lots at \$56 and \$55 have declined to \$54 with sales and probably more shares could be obtained at that rate.

REFINERIES.—China Sugars have improved to \$111 after small sales at \$109 and \$110. Luzons have again changed hands and are enquired for at \$60.

MINING.—Punjoms have ruled neglected at \$5. Balmorals have changed hands at \$3 and Jelebus at \$3. Raubs have declined to \$3.75 with sales. Nothing else to report under this heading.

DOCKS, WHARFS, AND GODOWNS.—Hongkong and Whampoa Docks have continued to rule firm and have changed hands at 146 and 147 per cent. prem. cash, 150, 151, and 152 per cent. prem. for January, and 154 per cent. prem. for February. At time of writing market rules rather quiet with sellers at 147. Wharfs continue dull and are obtainable at \$48. Sales were reported at \$49 and \$50 for the end of the month, but we have been unable

to verify them. Wanchai Godowns have changed hands at \$42.

LANDS, HOTELS, AND BUILDINGS.—Lands have changed hands in fairly large quantities at \$68½ and \$69, closing with sellers at latter rate. Hotels have advanced to \$19, closing firm at that. West Points are enquired for at \$19, but there appear to be no sellers at the rate.

MISCELLANEOUS.—Green Islands have been negotiated at \$17, Watsons at \$12, Electrics at \$6½ and \$6¾, and Brick and Cements at \$6½. Other stocks under this heading have ruled neglected.

Closing quotations are as follow:—

COMPANY.	PAID UP.	QUOTATIONS.
Banks—		[sellers]
Hongkong & Shai...	\$125	181 p. ct. prem.,
China & Japan, prf.	...	nominal
Do. ordinary	£1	nominal
Do. deferred	£1	£2, buyers
Natl. Bank of China		
B. Shares	£8	\$28½, sales
Foun. Shares...	£1	\$105, sellers
Bell's Asbestos E. A....	15s.	\$10½
Brown & Co., H. G.	\$50	\$7, sellers
Campbell, Moore & Co.	\$10	\$3, buyers
Carmichael & Co.	\$20	\$10, sellers
China Sugar	\$100	\$111, sales
Chinese Loan 86 E.	Tls. 250	10 p. ct. prem.
Dakin, Cruicks'k & Co.	\$5	\$1
Dairy Farm Co.	\$10	\$10
Fenwick & Co., Geo.	\$20	\$20
Green Island Cement...	\$55	\$17, sales & sellers
H. Brick and Cement...	\$12½	\$6½, buyers
H. & C. Bakery	\$50	\$36
Hongkong & C. Gas ...	£10	\$100, ex div. buyers
Hongkong Electric ...	£8	\$6½, sales
H. H. L. Tranways ...	\$100	\$90
Hongkong Hotel	\$50	\$18½, buyers
Hongkong Ice	\$50	\$96, sellers
H. & K. Wharf & G...	\$50	\$48, sellers
Hongkong Rope....	\$50	\$150, sellers
H. & W. Dock	\$125	147 p. ct. prem., [sales]
Insurances—		
Canton	\$50	\$192½, sales
China Fire	\$50	\$87, sales & buyers
China Traders'	\$25	\$73½, sellers
Hongkong Fire	\$50	\$257½, sales & sellers
North-China	£25	Tls. 226, sales & [sellers]
Straits	\$20	\$25, sellers [sellers]
Union	\$25	\$200, sales & sellers
Yangtsze	\$60	\$119, buyers
Land and Building—		
H. Land Investment.	\$50	\$69, sales & sellers
Humphreys Estate...	\$10	\$9½, sales
Kowloon Land & B.	\$30	\$16, sellers
West Point Building	\$40	\$19, buyers
Luzon Sugar	\$100	\$60, buyers
Mining—		
Charbonnages	Fcs. 500	\$85
Jelebu ..	\$5	\$3, sales & buyers
New Balmoral	\$3	\$3, sales & buyers
Punjom	\$4	\$5, sales & buyers
Do. (Preference).	\$1	\$1.60, sellers
Raubs	18s. 10d.	\$3.75, sales
Seamship Cos.—		
China and Manila ...	\$50	\$70, sales & buyers
China Shippers ...	£5	£2.10
Douglas S. S. Co.	\$50	\$54, sales
H. Canton and M...	\$20	\$35½, sales
Indo-China S. N.	£10	\$57, sales & buyers
Wanchai Wareh'se Co.	\$37½	\$42, sellers
Watson & Co., A. S ...	\$10	\$12, buyers

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Hongkong at \$252. Chinas have been placed at \$90. They are now weak, with sellers. Tugs and Cargo Boats.—Shanghai Tugs have been placed at \$152 and are now wanted at Tls. 15. Shanghai Cargo Boat shares have been placed at Tls. 200. Sugars.—China Sugar Refining shares have advanced to \$108 in Hongkong, and Luzons have been placed there at \$59. Peraks were sold at \$35 for delivery on the 30th current. Land.—Shanghais, with Tls. 30 paid up, were sold at Tls. 42. Factories.—Share in Major Brothers were parted with at Tls. 25. Two Cotton shares have changed hands at Tls. 43. Shanghai Ice shares were placed at Tls. 137½. Miscellaneous.—Shanghai-Sumatra Tobacco shares were sold at Tls. 10 and a number of Hall & Holtz shares at \$25 cash, and \$25 for delivery on the 31st January. Loans.—Shanghai and Hongkew Wharf Debentures were sold at Tls. 110, plus the accrued interest.

Quotations are:

Hongkong and Shanghai Banking Corporation.—185½ per cent. prem.

Bank of China, Japan, and The Straits, Limited.—Nominal.

Bank of China, Japan, and The Straits, Limited, Founders.—Nominal.

National Bank of China, Ld., A.—none.

National Bank of China, Ld., B.—\$29.

National Bank of China, Ld., Founders.—\$105.

Shanghai Pugboat Co., Ld.—Tls. 152 per sh.

Indo-China Steam N. Co., Ld.—Tls. 42½ per sh.

China-Mutual Steam Nav. Co.—Tls. 50 per sh.

Taku Tug & Lighter Co., Ld.—Tls. 75 per sh.

Hongkong, Canton and Macao Steamboat Co.—\$35½ per share.

Douglas Steamship Co., Ld.—\$55 per share.

Boyd & Co., Ld., Founders.—Tls. 300 per share.

Boyd & Co., Limited.—Tls. 19½ per share.

S. C. Farnham & Co.—Tls. 187½ per share.

Hongkong and Whampoa Dock Co., Ld.—14½ per cent. premium.

China Traders' Insurance Co., Ld.—\$74 per sh.

North China Insurance Co., Ld.—Tls. 225 p. sh.

Union Insurance Society of Canton, Ld.—\$203 per share.

Yangtze Insur. Assocn., Ld.—\$120 per share.

Canton Insurance Office, Ld.—\$190 per share.

Straits Insurance Co., Limited.—\$25 per share.

Hongkong Fire Insurance Co., Ld.—237½ per sh.

China Fire Insurance Co., Ld.—\$90 per share.

Shanghai & Hongkew Wharf Co.—Tls. 310 per share.

Birt's Wharf Hide-curing and Wool-cleaning Company.—Tls. 5½ per share.

Hongkong and Kowloon Wharf and Godown Company, Limited.—\$48 per share.

Sheridan Consolidated Mining and Milling Company, Limited.—Tls. 2½ per share.

Punjor Mining Co., Ld.—\$5 per share.

Punjor Mining Co., Ld., pref. sh. \$1.50 per share.

Jeletu Mining & Trading Co., Ld.—\$3 per sh.

Raub Australian Gold Min. Co., Ld.—\$4 p. sh.

Shanghai Cargo Boat Co.—Tls. 20 p. sh.

Co-operative Cargo Boat Co.—Tls. 185 per sh.

Shanghai Gas Co.—Tls. 213 per share.

Hongkong Electric Co., Ld.—\$6.75 per share.

Shanghai Waterworks Co., Ld.—Tls. 190 p. sh.

Perak Sugar Cultivation Co., Ld.—Tls. 35 per share.

China Sugar Refining Co., Ld.—\$108 per sh.

Luzon Sugar Refining Co., Ld.—\$59 per share.

Hall & Holtz, Ld.—\$25 per share.

Shanghai Land Investment Co., Ld.—Tls. 70 per share.

Hongkong Land Invest. & A. Co., Ld.—\$69½ per share.

Kowloon Land & Building Co., Ld.—\$19.

J. Llewellyn & Co., Limited.—\$40 per share.

Shanghai Horse Bazaar Co., Ld.—Tls. 51 p. sh.

Major Brothers, Limited.—Tls. 20 per share.

Shanghai Sumatra Tobacco Co.—Tls. 116 p. sh.

Shanghai Langkat Tobacco Co., Ld.—Tls. 240 per share.

Shanghai Langkat Tobacco Co., Ld., Founder's Nominal.

Shanghai Ice Company—Tls. 137½ per share.

A. S. Watson Co., Limited.—\$12½ per share.

Bell's Asbestos Eastern Agency, Ld.—\$1.

Bell's Asbestos Eastern Agency, Ld.—\$9.50.

Ewo Cotton Spinning & W. Co., Ld.—Tls. 43.

International Cotton Man. Co., Ld.—Tls. 224.

Laou-kung-mow Cotton Spinning and Weaving Co., Ld.—Tls. 224.

China Merchants' Steam Navigation Company Debentures.—Nominal.

Lyceum Theatre Debentures.—Tls. 15.

Chinese Imp. Gov. Loan, 1886, E.—Tls. 275 (a).

Shanghai Municipal Debentures.—Nominal.

Shanghai Land Investment Company Debentures.—Tls. 100 (a).

Shanghai Land Investment Company Debentures.—Tls. 106 (a).

(a) Exclusive of accrued interest.

WEDNESDAY, 4th December. CLOSING QUOTATIONS. EXCHANGE.

ON LONDON.—

Telegraphic Transfer	2/17
Bank Bills, on demand	2/17
Bank Bills, at 30 days' sight	—
Bank Bills, at 4 months' sight	2/21
Credits, at 4 months' sight	2/21
Documentary Bills, 4 months sight	2/21

ON PARIS.—

Bank Bills, on demand	2.72
Credits, at 4 months' sight	2.78

ON GERMANY.—

On demand	2.20
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ON NEW YORK.—

Bank Bills, on demand	52½
Credits, 60 days' sight	54

ON BOMBAY.—

Telegraphic Transfer	188½
Bank, on demand	189

ON CALCUTTA.—

Telegraphic Transfer	188½
Bank, on demand	189

ON SHANGHAI.—

Bank, at sight	72½
Private, 30 days' sight	73½

ON YOKOHAMA.—

On demand	par.
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ON MANILA.—

On demand	5 % pm.
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ON SINGAPORE.—

On demand	par.
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SOVEREIGNS, Bank's Buying Rate

GOLD LEAF, 100 fine, per tael	47.40
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TONNAGE.

HONGKONG, 4th December.—During the early part of the last fortnight freights ruled at about previous rates, but latterly the demand has almost entirely ceased, there being scarcely any enquiry for tonnage in any direction.

From Bangkok to Hongkong last rate paid was 10 and 15 cents per picul, at which rate a medium-sized steamer can be placed. Natives report that the outlook for next season's crop of rice is not encouraging, owing to a continued drought prevailing over Annam.

From Bangkok to Hongkong last rate paid was 10 and 15 cents per picul. The new crop is reported as being a good one, but at the moment new grain is coming in very slowly and it is not expected that there will be much demand for tonnage outside the regular liners before January next.

From Japan coal ports to this a steamer has been fixed at \$1.35 per ton, but the last settlement reported is at \$1.40. For Singapore one fixture has been made at \$2 per ton, which seems to have filled present requirements.

A small sailer is wanted for Callao at about 25s. per ton of 50 cubic feet. The British ship *Selkirk*, 1,646 tons, proceeds to the Philippines to load for United States under orders from owners. The American ship *Wandering Jew* will be sold by public auction on the 9th inst.

There are two vessels in port disengaged, registering 960 tons.

The following are the settlements:

Selkirk—British ship, 1,646 tons, proceeds to Philippines to load for United States under orders from owners.

Orient—German barque, 461 tons, to Honolulu and back, \$6,250.

Sebastian Bach—German barque, 823 tons, Singapore to Hongkong, \$7.50 per ton register.

Afridi—British steamer, 2,354 tons, hence to San Francisco and back, monthly, private terms.

Inveray—British steamer, 827 tons, Moji to Canton, \$1.85 per ton.

Bonnington—British steamer, 1,332 tons, Moji to Hongkong, \$1.40 per ton.

Muscotte—British steamer, 2,018 tons, Moji to Hongkong, \$1.40 per ton.

Cassius—German steamer, 1,606 tons, Moji to Hongkong, \$1.25 per ton.

Hawke—British steamer, 2,332 tons, Moji to Hongkong (part cargo), \$1.40 per ton.

Germany—German steamer, 1,775 tons, Moji to Hongkong and Canton, \$1.25 and \$1.65 per ton.

Tientsin—British steamer, 1,248 tons, Moji to Singapore, \$2 per ton.

Afghan—British steamer, 1,439 tons, Kuchinotzu to Swatow, \$1.65 per ton.

Holstein—German steamer, 1,103 tons, Saigon to Hongkong, 8 cents per picul.

Petrarch—German steamer, 1,252 tons, Saigon to Hongkong, 7 cents per picul.

4, Triumph, German str., from Pakhoi.
 4, Nanyang, German str., from Chinkiang.
 4, Yuensang, British str., from Manila.
 4, Irene, German str., from Koce.
 4, Germania, German str., from Canton.

November—DEPARTURES.

27, Continental, German str., for Swatow.
 27, Chowfa, British str., for Swatow.
 27, Phra C. Klaö, British str., for Yokohama.
 27, Velocity, British bark, for Honolulu.
 27, Jacob Diederichsen, Ger. str., for Canton.
 27, Choysang, British str., for Canton.
 27, Alice Mary, British bark, for Whampoa.
 27, Salazie, French str., for Europe.
 27, Sultan, Norw. str., for Bangkok.
 27, Amur, British str., for Swatow.
 27, Empress of India, Brit. str., for V'conver.
 27, Glenfarg, British str., for Shanghai.
 27, Sungkiang, British str., for Manila.
 27, Tailee, German str., for Swatow.
 27, Tsinan, British str., for Kobe.
 28, Activ, Danish str., for Hoihow.
 28, Cassius, German str., for Canton.
 28, Telamon, British str., for Amoy.
 28, Benlomond, British str., for Kobe.
 28, Bygdo, Norw. str., for Canton.
 28, Glengyle, British str., for London.
 28, Nanchang, British str., for Canton.
 28, Peiyang, German str., for Canton.
 29, Canton, British str., for Canton.
 29, Framnes, Norw. str., for Bangkok.
 29, Jacob Christensen, Ger. str., for Saigon.
 29, Lyderhorn, Norw. str., for K'notzu.
 29, Oxus, French str., for Shanghai.
 29, Petrarch, German str., for Saigon.
 29, Plover, British gunboat, for Canton.
 30, Hailoong, British str., for Swatow.
 30, Cosmopolit, German str., for Hoihow.
 30, Arratoon Apcar, British str., for Calcutta.
 30, Esmeralda, British str., for Manila.
 30, Fooxsang, British str., for Swatow.
 30, Japan, British str., for Shanghai.
 30, Mazagon, British str., for Yokohama.
 30, Memnon, British str., for Kudat.
 30, Yiksang, British str., for Swatow.

December—

1, Azamor, British str., for Kobe.
 1, Chingwo, British str., for Shanghai.
 1, Decima, German str., for Singapore.
 1, Fushun, Chinese str., for Canton.
 1, Haitan, British str., for Swatow.
 1, Ingraban, German str., for Saigon.
 1, Mascotte, British str., for Moji.
 1, Meifoo, Chinese str., for Canton.
 1, Rosetta, British str., for Shanghai.
 1, Sabine Rickmers, German str., for Amoy.
 1, Peacock, British g.-bt., for Singapore.
 2, Cheangchew, British str., for Swatow.
 2, Choysang, British str., for Shanghai.
 2, Hoihow, British str., for Canton.
 2, Nanchang, British str., for Cebu.
 2, Aurora, Austrian cr., for Singapore.
 3, Kostroma, Russian str., for Wladivostock.
 3, Formosa, British str., for Swatow.
 3, Hanoi, French str., for Hoihow.
 3, Hupeh, British str., for Amoy.
 3, Kwongmo, British str., for Amoy.
 3, Keóng Wai, British str., for Bangkok.
 3, Peiyang, German str., for Shanghai.
 4, Feiching, British str., for Canton.
 4, Frejr, Danish str., for Hoihow.
 4, Hiroshima Maru, Jap. str., for Singapore.
 4, Java, British str., for London.
 4, Namo, British str., for Foochow.
 4, Victoria, British str., for Tacoma.
 4, Canton, British str., for Shanghai.
 4, Cassius, German str., for Canton.
 4, Helene Rickmers, Ger. str., for K'notzu.
 4, Ingraban, German str., for Saigon.
 4, Oanca, British str., for London.
 4, Progress, German str., for Kobe.
 4, Siegmund, German str., for Canton.
 4, Woosung, British str., for Canton.

PASSENGER LIST.**ARRIVED.**

Per Salazie, str., from Shanghai for Hongkong.—Messrs. Lambke, Stevens, Gillet, Campbell, Rozario, Sanson, Mange, Gesland, Brandt, Tarachaud, Vikos, Ritchie, Young, Walker, Jones, and Hockrite, Mrs. Rozario and 2 children, Mrs. Hotterman, Mrs. Cadet, Mrs. Gleason, Mrs. Woodward, Mrs. Haller, Mrs. Smith, Mrs. Ledlie, Mrs. Eitchie, Mrs. Land, Miss Chaffay. For Saigon.—Messrs. Meere and Veaux. For Singapore.—Messrs. Th. C. Thompson, Sears, and Shibuya. For Colombo.—Mr. Takase. For

Port Said.—Messrs. Brockman and Juklevitch. For Marseilles.—Lieut. Dournora, Messrs. Mülleinheim, Rallenback, Luelkrert, Higgins, Wood, Robinson, Abenheim, Godart, Duney de Mareillac, Dore, Megissier, Bastalle, and Baker.

Per Mazagon, str., from Bombay for Shanghai.—Mr. D. S. Somekh. From Singapore for Hongkong.—Mr. Wee Choon Guan.

Per Hailoong, steamer, from Coast Ports.—Misses Jackson (2) Master Jackson and Mr. Koubola.

Per Japan, str., from London for Hongkong.—Mr. and Mrs. D. Monro, Mr. J. A. Harvey. For Shanghai.—Mr. L. Plummer. For Kobe.—Mr. and Mrs. Matthew Smith and 2 children. From Singapore for Yokohama.—Mr. W. F. Wheeler.

Per Oxus, str., for Hongkong from Marseilles.—Mrs. Bons d'Anty, Mrs. Bennett, Messrs. Tamet, Dupuis, and Rousé and 2 children. From Singapore.—Mr. Nishimura. For Shanghai from Marseilles.—Messrs. Unwin, Russell, and Mackenzie. For Nagasaki from Colombo.—Mr. Davidoff. From Singapore.—Mrs. Mata Oharu, Mrs. Kikai Suai, Mrs. Modute and Mrs. Ezameda. For Kobe from Marseilles.—Messrs. Hoekert and Bunger. From Singapore.—Mr. Tissot. For Yokohama from Marseilles.—Messrs. Natsamura, Tanaka, and Otto Wolbeck. From Port Said.—Mr. Mandel. From Singapore.—Mr. and Mrs. Olivier, Messrs. Olivier, Derby, and Cochrane. From Saigon.—Mr. Despase.

Per Chingwo, str., from Liverpool, &c.—Capt. McInnes.

Per Rosetta, steamer, for Hongkong from London.—Messrs. Hancock and Ainsby, Mr. and Mrs. Forbes, Revs. Moody, Wilson, Cutten and F. C. Bland, Capt. and Mrs. Rumsey, Dr. and Mrs. Anderson, and Staff-surgeon Hunter. From Brindisi.—Drs. Lansborough and Dalziel, Rev. Lloyd, Capts. Armstrong and Neish, Messrs. A. Skelton, Thomson, C. H. Thompson and Johnson. From Singapore.—Mr. and Mrs. Stevens. For Shanghai from London.—Bishop and Mrs. Cassels and infant, Misses Cassels, Williams, Wheeler, Grabovsky, Roger, Duff, Nilson and M. Taylor, Messrs. Alcock and Byrne. For Kobe.—Mr. Akroyd, Miss Sander. From Bombay for Yokohama.—Mr. F. J. Parrott. From London.—Misses Simson, Head, Peacock and Robertson, Mr. McIsaac and Rev. H. Woodward. From Singapore.—Mr. Josef V. Kronach Bayern.

Per Fushun, str., from Shanghai.—Mr. Chan-fai-ting, and family, and 181 Chinese.

Per Chelydra, str., from Calcutta, &c.—Mr. Cameron, and 368 Chinese.

Per Java, str., from Yokohama for London.—Mr. and Mrs. J. F. Laiken, Mr. C. A. Holden, and Miss Stevens. From Kobe for Hongkong.—Messrs. Shaferi, D. F. Curtin, P. H. McDermot, and J. F. Dillon. From Shanghai for London.—Mrs. A. Wise and infant, and Mr. C. Talbot Browning. For Hongkong.—Rev. P. H. Bondfield. From Foochow for Hongkong.—Right Rev. Bishop Burden, Bishop Walden, Mrs. and Miss Walden, Miss Goff, and Mr. J. P. Pereira. For Singapore.—Mr. and Mrs. L. Lewis and 2 children.

Per Guthrie, str., for Hongkong from Kobe.—Miss Bevan. For Sydney, &c.—Mrs. Russell Nolan, Mrs. Hamilton, Miss Mackay, Mr. and Mrs. Sato, and Mr. Silly.

Per Khedive, str., from Shanghai for Hongkong.—Admiral Hoffmann, Lieut. Diemling, Messrs. Neismith, Thomas Quail, D. Chalcaulay, Weigmann, James Seddon, A. B. Perrari, and S. McNab. For Bombay.—Messrs. A. Moses, Dawoodbhoy Abdoorally, and A. F. Bretto. For London.—Messrs. Pelham Warren and W. W. Dickinson.

Per Verona, str., from Yokohama for Hongkong.—Messrs. F. J. Smith, E. R. Bardon, and E. H. Leaf. For Ismailia.—Messrs. P. Moore and J. Spalding. From Kobe for Hongkong.—Mrs. Imai, Capt. G. G. Andrews, Messrs. Hayes, Lydiard, Vanzeller, W. Gardner, G. Macdonald, Smith, J. Wallis, and Ordish. For Ismailia.—Mr. and Mrs. Brown, Mr. and Mrs. Hamilton and child, Mr. and Mrs. Chick, Mrs. L. Smith, Mr. W. A. Longden. For Brindisi.—Mrs. A. C. Williams, Messrs. Rowe, H. C. Williams, and E. Slater. For London.—Mr. W. Webb. From Nagasaki for Hongkong.—Commander J. Theed, R. N., and Mr. E. H. Sharp.

Per Empress of Japan, str., from Vancouver.—Dr. and Mrs. Lyall, Sir Grame D. Elphinstone,

Mr. D. Wood, Misses Heywood, Dreas, Field Nielson, and Mackie. From Yokohama.—Mr. and Mrs. Nelson, Messrs. C. and F. Lindenbergh, Maenair, and Hancock. From Kobe.—Mr. and Miss Fatley, Mr. and Mrs. Perry, Messrs. J. and H. Lewis, Col. Gilman, Mrs. and Miss Greely, Mr. and Mrs. How, Miss Scott, Mr. and Mrs. Grant, Mr. and Mrs. Barlow and Masters (2) Barlow, Miss Richards, Rev. J. Ely, Mrs. E. P. Ahl, Miss Pomeroy, Messrs. L. D. Ahl and Spaulding, Capt. Tressider, Mr. and Miss Pereira, Mr. Tirrell, Mrs. A. Tirrell, Messrs. C. and E. Konigsberger, Col. Romanoff, Lieut. Romanoff, Mrs. and Miss Taylor, Miss Swayne, Mrs. and Miss Parsons, Mrs. Bergot, Mr. Nouhou, Mr. and Mrs. R. de la Poer, Prof. and Mrs. Sharp, Mr. and Mrs. J. C. Hatch, Mr. and Mrs. Boscowen, and Miss Taylor. From Shanghai.—Mr. Jamieson and child, Miss Monroe, Mr. E. Moon, M.P., Mr. Barrie, Mr. Kilby, Mr. and Mrs. J. B. Thompson, Mr. Henderson, Mr. Traun, Mr. and Mr. Groves, Mr. McLean, Mr. and Mrs. Shi Ping Kwong and daughter and Mr. Lo Wan Poo.

DEPARTED.

Per China, str., for Nagasaki.—Mrs. Rose Lamabisi. For Yokohama.—Messrs. E. W. Fairly, J. V. C. Comfort, E. W. Rutter, and Jno. Ross. For San Francisco.—Mrs. M. Wheeler, Miss C. Richards, Mr. H. W. Grantley.

Per Empress of India, str., for Amoy.—Messrs. A. Koebel and A. Ross. For Shanghai.—Misses Reid (2), Webster, and Thomson, Mr., Mrs., and Miss Pierce, Mrs. Meuser, Messrs. W. P. Mason, Sledge, Sugiyama, Hiracka, Ishikara, Yin and family. For Nagasaki.—Mrs. Amano, Miss Brown. For Kobe.—Messrs. M. Matsumoto and Tung Yick. For Yokohama.—Mr. A. M. P. Farrias. For Portland.—Mr. Lee Sai Duck. For New York.—Mrs. Lee You and 2 children. From Yokohama for Vancouver.—Mr. J. P. Pomeroy.

Per Salazie, str., from Hongkong for Saigon.—Dr. and Mrs. Lepinay, Mr. Ha Thoai. For Singapore.—Mrs. S. E. Stillman, Mrs. Kock and child, Mr. and Mrs. E. M. Chair, Mrs. Too, Miss J. E. Tucker, Messrs. Kosaki, Lu Ching Kit Lu Man Hing, and W. C. Wickersham. For Colombo.—Lieut. W. C. M. Woodcock. For Marseilles.—Messrs. E. Bock and M. Weill. For Marseilles or London.—Commander F. Ad-dington. From Shanghai for Saigon.—Messrs. Meere and Veaux. For Singapore.—Messrs. Thic, Thompson, Sears, and Shibuya. For Colombo.—Mr. Takase. For Port Said.—Messrs. Brockman and Juklevitch. For Marseilles.—Lieut. Dournora, Messrs. Mülleinheim, Rallenback, Luelkrert, Higgins, Wood, Robinson, Abenheim, Godart, Duney de Mareillac, Dore, Megissier, Bartalle, and Baker.

Per Hailoong, str., for Swatow.—Rev. Guilliaume.

Per Arratoon Apcar, str., for Singapore.—Mrs. Kwok Kuan, Mrs. Wong Ngan Kiu, Mr. and Mrs. Chan Ping Kwai, Mrs. Lo Sam, Miss Wong Kun, Mr. Ng Fok Ying, Mr. A. J. Reid, and Mrs. Brown. For Calcutta.—Capt. A. W. Stewart, and Mr. J. E. Sledoo.

Per Chingwo, str., for Shanghai.—Mr. H. A. McInnes.

Per Japan, str., for Shanghai from London.—Mr. L. Plummer. For Kobe from London.—Mr. and Mrs. Matt Smith and two children. From Hongkong.—Mr. Hockridge. For Yokohama from Singapore.—Mr. W. F. Wheeler.

Per Mazagon, str., for Shanghai from Bombay.—Mr. D. S. Somekh.

Per attan, str., for Swatow.—Lieut. Thompson, Capt. Stewart, Surg. Major James. For Foochow.—Miss Barr, Revs. Lloyd and Bland, and Mr. Pollard.

Per Rosetta, str., for Shanghai from Hongkong.—Mr. Ainley, and Staff-Surg. Hunter. From London.—Bishop and Mrs. Cassels and child, Misses Cassels, Williams, Wheeler, Grabovsky, Roger, Duff, Wilson, and M. Taylor, Messrs. Alcock and Byrne.

Per Choysang, str., for Shanghai.—Capt. and Mrs. Sawyer.

Per Hanoi, str., for Haiphong.—Capt. Myher, Mr. and Mrs. Rousé and 2 children, Mrs. and Miss Holtermann, Mrs. Bons d'Anty, Messrs. Vidal, Brandt, Gesland, and Jean Dupuis.

Per Formosa, str., for Amoy.—Rev. Mr. Thompson. For Taiwanfoo via Amoy.—Revs. Moody and Nielson, and Mr. Landsborough.